REGISTERED No. 6—1878.

The Bombay Gazette.

No. 9,067.—New Series. BOMBAY :—SATURDAY, MARCH 2, 1878.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay —*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy ..... As. 4.

Price for back numbers varies according to time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs.	5 0
Second do.		2 8
Third do.		2 8
Fourth and succeeding insertions		0 2½ As.

A line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First Insertion ..... 8 As. per Line.
Second do. ..... 4½ ,, ,,
Third and succeeding ..... 2½ ,, ,,
In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines ..... Rs. 1-0
Each succeeding line ..... ,, 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

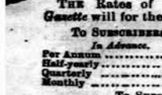
No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—TWO RUPEES.

SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, & LISBON.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch the S. S. PATNA, 1,280 Tons, 200 H. P., Commander J. E. Witness, as above,

SATURDAY, the 9th March 1878.

The Patna is fitted in the usual style of the Company's vessels, and has excellent accommodation for 24 First-class Passengers and 16 Second-class.

The steamers leaving Bombay on THURSDAY, the 28th February 1878, and on TUESDAY, the 5th March for Kurrachee, can carry forward Cargo and Passengers for transfer to the Paths.

For Freight or passage apply to

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S "EUPHRATES," 852 Tons, 120 H.P. Commander J. L. Sutell, on SATURDAY, the 2nd March 1878, at 4 p.m., calling at Bombay, Goa, Carwar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Pondicherry, Madras, Masulipatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, and False Point, and at any other place where inducement offers.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

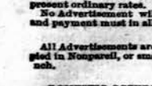
WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE, Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the PUNJAUB, 1,080 Tons, 200 H. P. Commander W. W. Allen, on THURSDAY, the 7th March 1878, at 4 p.m., to the PERSIAN GULF, touching at KURRACHEE, GWADER, JASK, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN and MAHOMERAH.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the fair season, despatch a Steamer to Kurrachee every THURSDAY at 4 p.m., and an extra Steamer on every TUESDAY at 10 a.m.

The S. S. VINGORLA, 578 Tons, 120 H. P., Commander R. D. Dougherty, on TUESDAY, the 5th March 1878, at 10 a.m., calling at Veraval, Mangrole, Pore Bunder, and Cutch Mandvie.

The S.S. PUNJAUB, 1,080 Tons, 200 H. P., Commander W. W. Allen, will be despatched on THURSDAY, the 7th March 1878, at 4 p.m.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, and on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

Inclusive of all Transit Dues through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Intermediate Ports.
Suez	36	22	8	
Port Said	40	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-16	Without food.

Children under 2 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

SUMATRA, to sail on FRIDAY, 15th March 1878.
ASSIRIA, to sail on MONDAY, 1st April 1878.
ARABIA, to sail on TUESDAY, 1st May 1878.

All Steamers of this Company have large First and Second Class accommodation ; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A. M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company.
No. 2, Hummum Street.

Bombay, January 1, 1878.

HALL LINE.

BOMBAY TO LIVERPOOL, DIRECT, AND TO LONDON, OVERLAND *via* NAPLES OR GENOA.

THE S. S. BRANKSOME HALL, 2,100 Tons register, 300 H. P nominal, Captain Brand, will sail on the 9th March, and will be followed by the

S. S. CITY OF BALTIMORE,
2,300 Tons register, 300 H. P. nominal,
Captain T. Collin, on the 26th March,
and by the
S. S. TRENTHAM HALL,
2,100 Tons register, 300 H. P. nominal,
Captain J. Shaw, on the 3rd April.
and by the
S S. CHILDWALL HALL,
2,100 Tons register, 300 H. P. nominal,
Captain F. Pott, on the 15th May,
and by the
S. S. BRANKSOME HALL,
2,100 tons register, 300 H. P. nominal,
Captain Brand, on the 29th May.

For passage, &c. apply to

W. & A. GRAHAM & Co.,
Agents.

N. B.—Messrs. HENRY S. KING and Co. and Messrs. KING, BAILLIE and Co. are the Passenger Agents for this Line in London and Liverpool respectively. Arrangements for Remittances, Sovereigns, Circular Notes, Shipment of Baggage, &c., will be attended to by Messrs. KING, KING & Co. here.

Bombay, December 27, 1877.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO NAPLES AND LIVERPOOL *VIA* SUEZ CANAL.

THE following or other First Class Steamers of the Anchor Line will sail from Bombay as under :—

	Tons.	H.P.	From Bombay.	
ITALIA	2,245	424	...March	16
OLYMPIA	2,050	424	... ,,	30
INDIA	2,289	500	....April	17
MACEDONIA	2,272	486	...May	1
TRINACRIA	2,107	424	... ,,	8

RATES OF PASSAGE MONEY.

To Naples ..... Rs. 400
To Liverpool ..... ,, 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance, and tender any information required by the Passengers.

Passengers booked and cargo engaged in connection with the Trans-Atlantic Service from London and Glasgow to New York.

For Passage, &c., apply to

W. & A. GRAHAM & Co.,
Agents.

Bombay, November 13, 1877.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other Steamers will be despatched for EUROPE :—

Vessels.	Tons.	H.P.	Captain.	1878
— TRAVANCORE	1900	350	W. Barratt	4th Mar.
(s) MONGOLIA	2883	530	A. Coleman	11th do.
VENETIA	2726	450	W. B. Andrews	18th do.
(s) INDUS	3470	500	S. D. Shallard	25th do.
— ZAMBESI	2431	370	A. Symons	1st April
(s) AUSTRALIA	3053	600	G. F. Cates	8th do
— SUMATRA	2488	450	C. Anderson	15th do
(s) BOKHARA	2932	450	W. D Anderson	22nd do
— BANGALORE	2061	500	E. G. Stead	29th do
(s) HINDUSTAN	3143	600	W. W. Haselwood	6th May
— CHINA	2016	400	T. Alderton	13th do
(s) DECCAN	3429	550	G. D. Gaby	20th do

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 P.M. on the day of sailing.

For Passage &c., apply to

J. R. KELLOCK,
Bombay, 13th February 1878. Superintendent.

TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captain.	
KASHGAR	2221	450	E. J. Baker	5th March.
NIZAM	2725	450	A. E. Barlow	19th ,,

A Launch leaves the Company's Dock Head at Mazagon at 3 P. M. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Bombay, 6th February 1878. Superintendent.

TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT COLOMBO AND GALLE.

THE following Steamers will be despatched for the above ports :—

Vessels.	Tons.	H.P.	Captains.	
TANJORE	2263	450	W. W. Fentiman	29th March.
SIAM	3000	500	G. N. Hector	26th April.

A Launch leaves the Company's Dock Head at Mazagon at 3 P. M. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Bombay, 6th February 1878. Superintendent.

P. & O. S. N. COMPANY.

SPECIAL THREE-MONTHLY RETURN TICKETS.

TO suit the convenience of Government Officials and others taking PRIVILEGE LEAVE, the Company has arranged to issue from this date RETURN TICKETS available for THREE MONTHS (counting from the date of sailing to the date of arrival) at the following REDUCED RATES :—

Bombay to Brindisi or Venice and back (including transit through Egypt)..... Rs. 950
Ditto with the option of travelling one way *vid* Southampton ..... ,, 1,000

J. R. KELLOCK,
Superintendent.

Bombay, 15th December 1877.

NOTICE.

RETURN TICKETS FOR THREE MONTHS by the "ANCHOR" LINE are available at the following rates :—

BOMBAY to LIVERPOOL and back.....Rs. 800
BOMBAY to NAPLES and back from LIVERPOOL.....Rs. 750

For Passage, &c. apply to

W. & A. GRAHAM & Co.,
Agents.

NOTICE.

RETURN TICKETS FOR THREE MONTHS by the "HALL" LINE are available as follows :—

BOMBAY to LIVERPOOL and back.....Rs. 800

For Passage, &c. apply to

W. & A. GRAHAM & Co.,
Agents.

STEAM TO LIVERPOOL.

MR. DAVID MacIVER'S Steamer TUSCANY, Capt. Gough, will sail from BOMBAY about 2nd March. To be followed by the SICILY, Captain Greer, during the middle of April.

The vessels can take a few passengers by special agreement. Apply to

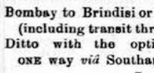
W. & A. GRAHAM & Co., Agents.

Bombay, 9th February 1878.

TO FOLLOW THE BELLONA.

S. S. EUROPEAN, 3,000 TONS.

SAILING ON OR ABOUT THE 10TH MARCH.



THE above Steamer has excellent accommodation for a limited number of First and Second Class Passengers for Liverpool.

1st Class, Rs. 450. 2nd Class, Rs. 300.

For passage and shipping baggage, apply to

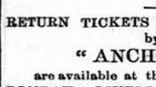
WHEATLEY, MADDEN & Co.,
Passenger Agents, Bombay.

TO LIVERPOOL, *VIA* SUEZ CANAL.

S.S. STRATHLEVEN, 2,300 Tons.

C. W. Pearson, Commander.

TO SAIL 10TH APRIL, POSITIVELY.



THIS well-known and magnificent Steamer will have despatch as above, and is expected to make a quick passage. She has been built expressly for the trade, and has excellent accommodation for Passengers, both on the main deck and in a saloon built on deck. She carries a Surgeon and Stewardess.

FARE..... Rs. 500

exclusive of Wines, &c., which can be procured on board at moderate prices.

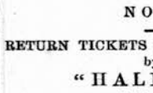
For passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, January 11, 1878.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.



THE Company will despatch the following First Class Passenger Steamers, on the undermentioned dates :—

Vessels.	Capt.	Disp. Tons.	H.P.	
S.S. ETTORE	C. Lazarich	3507	400	on 25th Mar. 1878.
S.S. POLLUCE	G. Ragusin	4211	250	on 15th Apr. ,,
S.S. ACHILLE	F. Forti	3500	400	on 10th May. ,,
S.S. CASTORE	G. Marussig	3767	250	on 27th ,, ,,

All Steamers carry Surgeon and Stewardess.

Rates of Passage-money (exclusive of Wines and Spirits, which can be had on board at moderate prices) as under :—

	1st Class.	2nd Class.	Deck.
To Trieste	Rs. 450	Rs. 350	Rs. 180 0
To Port Said	,, 220	,, 255	,, 121 0
To Suez	,, 200	,, 240	,, 122 8
To Aden	,, 170	,, 130	,, 66 0

No cargo will be received on board after sunset on the day previous to sailing.

THROUGH TICKETS FROM TRIESTE TO LONDON

Via Vienna, the Rhine, Ostende or Calais and Dover, are granted by the Undersigned at

	Via Calais.	Via Ostende.
First Class, Trieste to London	£12-3	£11-18
Second Class, Trieste to Cologne	£9-19	£9-14
First Class, Cologne to London		

Travellers with through tickets are allowed lbs. 55 free luggage.

Tickets are available for two months from the date of departure from Trieste.

For further particulars, and for Freight and Passage, apply to the Company's Office.

J. JANNI.
Agent A. H. Lloyd's S. N. Company.

28, Bombay Green, February 12, 1878.

NOTICE.

TO THE SHIPPING IN THE HARBOUR, MESSES, CLUBS, SCHOOLT, HOTELS, &c., &c.

BEST INDIAN TEAS at the cheapest rates.

NEW SEASON TEAS.

	Price per lb.	Rs.	As.
KANGRA VALLEY ORANGE PEKOE		1	8
Do. ORANGE PEKOE SOUCHONG		1	6

Five per cent discount 15 lbs. and upwards.

M. H. MAJU & Co.,
Apollo Street, Apollo House, Fort, Bombay.

FOR SALE, MANILLA and OILED COIR ROPE and CORDAGE. Apply to

OWEN & OKELL,
Agents to W. H. HARTON & Co., Calcutta.
3, Apollo Street, Bombay.

NEW ADVERTISEMENTS.

FRAMJEE COWASJEE INSTITUTE.

EVERY EVENING.

THE FAMOUS ROYAL ILLUSIONISTS IN THEIR UNIQUE AND STARTLING WONDERS.

ADMISSION.

FIRST CLASS..... Re. 1.
SECOND CLASS..... As. 8.

Seats can be secured in advance at Messrs. SOUNDY & Co.'s WITHOUT EXTRA CHARGE.

Doors open at 8-30. Performance at 9-15.

WILSON'S GREAT WORLD CIRCUS.

LAST NIGHT! LAST NIGHT!

ANNOUNCEMENT EXTRAORDINARY.

THIS SATURDAY EVENING, MARCH 2ND, 1878.

Owing to thousands being unable to obtain admission on the occasion of the GRAND TESTIMONIAL TENDERED TO MR. JOHN WILSON, BY THOUSANDS OF THE CITIZENS OF BOMBAY AND VICINITY,

AND UNDER THE PATRONAGE AND IN THE IMMEDIATE PRESENCE OF HIS EXCELLENCY SIR RICHARD TEMPLE, THE GOVERNOR, AND SUITE,

THE SAME PROGRAMME OF RARE EXCELLENCE WILL BE REPEATED THIS AFTERNOON AND EVENIEG, BY THE ALLIED TROUPE OF FOUR DISTINCT COMPANIES which forms the MAMMOTH AGGREGATION OF THE GREAT WORLD CIRCUS.

THE GREAT TALBOT SHIELDS, Champion Equestrian and Vaulter.
THE ONLY AIREO, KING OF THE AIR.
THE WONDERFUL JAPANESE TROUPE.
THE GREAT BEDOUIN ARAB TROUPE.
THE TALENTED LEE BROTHERS.
THE DARE-DEVIL RIDER, MASTER COOKE.
THE EMPEROR OF HORSE EDUCATORS, MR. OMER KINGSLEY,
And his Highly Trained STUD OF EQUINES.
FUNNY BOB JOHNSON and his two Pets,
THE COMIC MULE BARNEY and the TRICK PONY WHOA ! JANUARY.
TOGETHER WITH
ALL THE GREAT EQUESTRIANS,
ALL THE GREAT LEAPERS,
ALL THE GREAT VAULTERS,
ALL THE GREAT ACROBATS,
ALL THE GREAT COMBINED,
Will appear in
THIS EVENING'S ENTERTAINMENT.

Private Boxes and Chairs in the Dress Circle can be secured at the Box Office from 10 o'clock a. m. to 5 p. m.

Entrance for carriages at the corner of Cruickshank and Market Roads.

PRICES AS USUAL.

THIS SATURDAY, POSITIVELY THE LAST MIDDAY PERFORMANCE.

THIS EVENING, POSITIVELY LAST NIGHT OF THE CIRCUS SEASON.

As all this Great Company will appear in Surat on Monday and Tuesday, March 4th and 5th.

Teachers of Schools where the Children are able to pay for admission will receive a reduction when the school attends in a body, by making application to either Manager or Agent, at any time one hour previous to commencing the Performance. Remember this is positively the last chance you will have to give the little ones a treat, so don't fail to do so THIS SATURDAY AFTERNOON.

JOHN WILSON & Co., Proprietors.
H. W. CORBYN, Agent.

BYCULLA CLUB.

THE HALF-YEARLY GENERAL MEETING of the MEMBERS of the BYCULLA CLUB will be held at the Club House on SATURDAY, the 2nd March 1878, at 6 o'clock p. m.

C. A. W. CAMERON,
January 29, 1878. Honorary Secretary.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

UNDERSIGNED is prepared to receive TENDERS for SUPPLY of One Thousand Tons of STEAM COALS delivered alongside in harbour.

2. Undersigned will not be bound to accept the lowest or any Tender.

FRANCIS MATHEW,
Agent and Chief Engineer.

Bombay, 1st March 1878.

LANOWLEE HOTEL LOTTERY.

TICKETS RUPEES (2) EACH.

THE DRAWING of the above Lottery will be held on the 29th April 1878.

Agents are requested to submit their accounts and the amount realized by sale of tickets, together with the counterfoils on or before the 15th April next to the Undersigned, and only those numbers of which payment has been received will be included in the Drawing.

Winning numbers will be published for general information beside being notified through the several agents.

The Drawing will take place before a Committee consisting of the following members :—

MR. W. A. SMITH.
,, W. WATSON.
,, SHREEDHUR WITHUL DATAY.
,, P. DORABJEE.
,, D. HORMUSJEE
,, GOPALROW VISHWANATH.

Tickets are being sold fast, and are available with the under-signed and several agents.

Applications for Tickets after the 15th April 1878 to the day of the Drawing should be made to the Undersigned.

Telegrams will be attended to.

A. MERWANJEE,
Lanowlee, March 1, 1878. Proprietor, Lanowlee Hotel.

FRESH STORES

JUST RECEIVED PER S. S. KASHGAR.

Prime Cumberland Hams in Canvas.
Best Streaky Breakfast Bacon.
Double Gloster Cheese.
Cheddar ,,
Gruyere ,,
Stilton ,,
Biscuits by Huntley and Palmer, 1 lb. Tins, Mixed, Ginger Nuts, Digestive, Picnic, Rich and Plain Arrowroot, Dessert, Osborne, Oval Thin Captain, &c.
Swiss Milk prepared in Switzerland.
Confectionery, Chocolate Menier, &c.

ORDERS ACCOMPANIED BY CASH FOR THE AMERICAN HAM, BEEF AND TONGUE

In Tins, Cooked and ready for Table use, ARE NOW REGISTERED.

Early application is requested to avoid disappointment.

OYSTERS, FISH AND ICE

Supplied to Residents in the Mofussil FOR CASH ONLY.

PARTICULARS ON APPLICATION TO

W. J. ESSAI,

WINE AND PROVISION STORES,
Corner of Meadow and Forbes Streets Fort, Bombay.

ELECTRO-PLATED WARE.

THE Company's Supplies of these Goods are from the best Manufacturers only, and may be thoroughly relied upon for strength and wear. In elegance, novelty of design, and variety of selection the Stock is unequalled by any in the Presidency.

TEA & COFFEE SERVICES, comprising Coffee Pot, Tea Pot, Covered Cream Jug and Sugar Basin.

Bachelor's Miniature Sets, Rs. 90, 100, 112, 135, 140, 150, 170, 190, and 200.

Family Services, Rs. 100, 150, 180, 200, 240, 260, 280, and 300.

BUTTER DISHES, Handsomely cut in clear or coloured Glass, with plain, richly chased or engraved mounts. Rs. 12-8, 15, 18, 20, 22-8, 25, 28, 30, 36, 40, 45 and 50.

BISCUIT CADDIES, of richly chased or engraved plate, or glass mounted with plate, at Rs. 25, 28, 30, 33, 36, 40, 45, 50, 60, 70, 80 and 90.

MARMALADE OR JAM JARS, of handsomely chased or engraved plate, or of cut glass and wedgewood ware mounted in plate, Rs. 15, 20, 30.

SARDINE BOXES, of chased or engraved plate, or of richly cut clear glass mounted in plate, Rs. 15, 20, 30, 35 and 45.

CRUET FRAMES, with best cut glass cruets complete, Rs. 25, 30, 35, 40, 50 and 70.

Breakfast Cruets, In a variety of pretty shapes,—Cock, Elephant &c., Rs. 20, 25, 30 and 35.

MUFFINEERS, Glass mounted in plate—barrel of shapes, &c., per pair Rs. 5, 7 and 10.

Owl, Dog, &c., Muffineer, sets of three, in cases, Rs. 25, 30, 40 and 50.

PICKLE FRAMES, Carrying two or three bottles, Rs. 36, 40, 45, 50, 54, 60, 70 and 80.

TOAST RACKS, in a variety of neat and handsome patterns, Rs. 10, 20 and 30.

OVAL SIDE DISHES, of the Beaded, Greek Key, Scroll and other Patterns, at per pair, forming at pleasure four dishes, Rs. 80, 90, 100, 108, 110, 120, 125.

Oval Breakfast Dishes, each, forming at pleasure one each open and covered dishes, with drainer, Rs. 40, 45, 55, and 65.

Round Bacon Dishes, with Drainer and Cover, each Rs. 40 and 45.

Single pieces or complete sets of Forks and Spoons, and Table Requisites, of best quality ; detailed lists on application.

SALT CELLARS AND SPOONS, cases containing 4 or 6 each, in a variety of beautiful patterns, at Rs. 36, 40, 45, 50, 54, 60, 65, 70, 80 and 90.

NAPKIN RINGS, of open work, or richly chased or engraved, Rs. 10, 20, 30 and 50.

DESSERT AND FLOWER STANDS, in a variety of new and elegant designs, Rs. 75, 100, 150, and 200.

DESSERT KNIVES AND FORKS, Richly chased, engraved, or plain, in Ivory, Pearl or Plate handles ; sets of 6 and 12, in handsome cases, Rs. 60, 70, 80, 100 and 150.

SALVERS AND WAITERS, of 8, 10, 12, 14, 16 and 18 inches diameter, in a variety of handsome patterns, at each Rs. 16, 18, 20, 22-8, 25, 28, 30, 36, 40, 45, 50, 60, 70, and 75

TABLE CANDLESTICKS with Shades and Extinguishers, at each pair, Rs. 20, 22-8, 25, 28, 30 and 33.

AG-DANS AND ASH TRAYS, In new and elegant Shapes, Rs. 2, 5, 10 and 20.

INKSTANDS, A selection of beautiful patterns very suitable for presents, Rs. 36, 40, 54, 60, 70, 80 and 90.

TREACHER & COMPANY, Ld., BOMBAY, BYCULLA, AND POONA.

FAVRE, LEUBA & CO., WATCH-MAKERS AND JEWELLERS.

23, RAMPART ROW, BOMBAY,

BEG to call the attention of the Public to the following SPECIALITIES in their large stock of which they can strongly recommend, and which have gained for their qualities as Time-keepers a widespread reputation.

THEIR SILVER 50 RS. LEVER WATCH.

The great and increasing demand for these Watches have induced Messrs. F., L. & Co. to make them in all sizes, and either in hunting, half-hunting, and open face cases.

The "smallest," the usual size of a Lady's Watch, would be an admirable substitute for a Lady's Gold Watch when travelling or for daily use.

THEIR SILVER 75 RS. WATCH

Has all the qualifications of the 50 Rupees Watch, but is in an extra heavy case with gold hinger. Its movement is fitted with a compensation balance and with a hair-spring system Breguet.

THEIR SILVER KEYLESS 110 RS. WATCH

Will satisfy the most critical observer.

The above three descriptions of Watches can be had in gold cases at Rs. 150, 200, and 250 respectively.

THE RAILWAY WATCH AT RS. 40.

Messrs. F., L. & Co. can recommend this well finished Watch to anyone who requires a strong and serviceable time-keeper, and one which will bear the roughest work.

THE RAILWAY WATCH AT RS. 60.

Messrs. F., L. & Co. would draw the attention of Railway Companies and employés to these Watches which are of extra large size and can be guaranteed and recommended as reliable time-keepers.

Samples will be sent and special terms be made with Railway or other Companies on an invoice given.

2 years' guarantee is given for all the above Watches.

Initials engraved gratis to buyers. Terms—Cash.

FAVRE, LEUBA & CO.,
WATCH-MAKERS & JEWELLERS.

NOTICES.

PRIZE MEDAL INTERNATIONAL EXHIBITION, LONDON, 1874.

ROWLAND AND Co.,
SADDLERY AND HARNESS ESTABLISHMENT
25, MEADOW STREET, FORT,
Opposite the Oriental Bank,
BOMBAY.

ALL DESCRIPTIONS of SADDLERY, HARNESS, MILITARY and POLICE ACCOUTREMENTS, Double and Single Leather Machine Bands, Fire Engine Hose and Buckets, &c., EXECUTED of the best materials under a highly experienced Foreman at reasonable rates and on the shortest notice.

Consignments of the above, as also of Gold, Silver and Electro plated mounted Whips, Spurs, Bridles of all descriptions, Fancy Leather Goods, Gymkhana Kits, &c., are regularly received.

Out-station Orders should be accompanied by a remittance or reference for payment in Bombay.

ORNAMENTAL IRONWORK.

Lamp Pillars, Gas Lamps, Gates, Railings, Fountains, Vases, Verandahs, Conservatories, Staircases, and every description of Ironwork.

TURNER & ALLEN,
(W. T. ALLEN & CO.,)
ESTABLISHED 1847.

New and Choice Designs, with Prices, are forwarded to any part of the world, on receipt of 12 stamps. Estimates for Works at Home and Abroad.

2, SOMERSET BUILDINGS,
Lambeth Hill, Upper Thames Street, London.
(LATE F 203, UPPER THAMES STREET.)

OLD SCOTCH WHISKEY.

A BLENDING OF THE FINEST OLD

CAMPBELTOWN AND ISLAY WHISKIES,

SELECTED FOR AND IMPORTED BY THE UNDERSIGNED.

Per Dozen, Rs. 23.

THOMSON AND TAYLOR,
CHEMIST AND DRUGGISTS
MANUFACTURERS of AERATED WATERS
RAMPART ROW, BOMBAY.

NOTICES.

THACKER & CO.
STOCK
SELLING OFF.
CATALOGUES NOW READY

WATSON'S
ESPLANADE HOTEL,
BOMBAY.

SEALED TENDERS will be received by the Undersigned on the 4th March next for the following contracts :—

Ice	As per Schedule	No. 19
Butter, Milk, Chickens and Eggs	do	do 20
Rice, Dhall, Ghee, Salt, &c	do	do 39
Gram, raw & gram parched & Fowls	do	do 44

Further particulars can be learnt on application at this Office.

R CLARKE, Major,
Executive Commissariat Officer, Presidency.
Bombay, 27th February 1878.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

THE undersigned is prepared to receive TENDERS for the SUPPLY to this Company of 500 Tons first class MOULMEIN TIMBER.

Undersigned will not be bound to accept the lowest or any Tender.

FRANCIS MATHEW,
Agent and Chief Engineer.
Bombay, 27th February 1878.

B. B. & C. I. RAILWAY.

NOWSAREE TOWER OF SILENCE.

ON THURSDAY, March 7th, a SPECIAL TRAIN will leave Colaba at 8 p.m., calling at Church Gate, Marine Lines, Charney Road, Grant Road, Bandora, and Udwara for Nowsaree and return from Nowsaree at 9 p.m. on March 9.

1st, 2nd and 3rd Class Tickets will be issued by this train at a single fare the double journey and will be available to return by the Special Train on the 8th and by any other Train on and after the 9th until the 14th inclusive.

For further particulars see the Hand Bills exhibited at all stations.

J. R. DUXBURY,
Bombay, March 1, 1878. Traffic Manager.

ALWAYS ON HAND, AT P. GRANT AND SON'S, RAMPART ROW, BOMBAY, SADDLERY AND HARNESS OF EVERY DESCRIPTION. WHIPS, SPURS, AND MILITARY ACCOUTREMENTS.

IT having come to the knowledge of the Makers of B. B. H. CROWN IRON that certain persons have endeavoured to deceive the Trade by offering inferior irons bearing brands which are colourable imitations of and intended to represent the B. B. H. Crown brand, NOTICE is hereby given that PROCEEDINGS WILL BE TAKEN AGAINST any person or persons found to be OFFERING such IRONS FOR SALE.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

GRAND FASHIONABLE NIGHT!!!
SATURDAY, 2ND MARCH.
UNDER THE PATRONAGE AND IN THE IMMEDIATE PRESENCE OF HIS EXCELLENCY SIR RICHARD TEMPLE, GOVERNOR OF BOMBAY, AND SUITE.

MR. FAIRCLOUGH
AS
RICHARD THE III.

GRANT ROAD THEATRE.

EXTRAORDINARY SUCCESS OF THE CELEBRATED TRAGEDIAN, MR. B. FAIRCLOUGH, AS RICHARD THE III.

PRONOUNCED BY AN ENTHUSIASTIC AUDIENCE TO BE HIS GREATEST IMPERSONATION IN BOMBAY.

MADAME CARLOTTA TASCA

HAS THE HONOUR TO ANNOUNCE THAT IN CONSEQUENCE OF THE BRILLIANT RECEPTION OF SHAKESPEARE'S TRAGEDY OF RICHARD THE III. IT WILL BE REPEATED TO-NIGHT.

CAST OF CHARACTERS.

RICHARD, DUKE OF GLOSTER	Mrs. B. FAIRCLOUGH.
King Henry the Sixth	,, S. Phelps
Lord Stanley	,, H. Vernon.
Duke of Buckingham	,, M. Comerford.
Catesby	,, J. Bates-n.
Duke of Norfolk	,, J. Morris.
Lord Mayor of London	,, A. Plumpton.
Earl of Richmond	,, S. Phelps
Prince of Wales	,, J. Morris
Duke of York	Miss Johnson
Duchess of York	Lady Amateur
Queen Elizabeth	Mrs. H. Vernon.
LADY ANNE	MISS ELCIA MAY.

PRICES OF ADMISSION.

Dress Circle	Rs. 3
Stalls	,, 2
Gallery	,, 1-8
Pit	,, 1

Doors open at 8-30 ; performance at 9 precisely.

Tickets may be obtained and seats secured at Messrs. SOUNDY & Co.

FAMILY PERFORMANCE.

ESPLANADE THEATRE.

THE NATUCK UTEJUK MUNDLEE.

(Society for the improvement of the Native Drama)

President—Sir MUNGULDASS NATHOOBHAI, C.S.I.

Hon. Secretary—KAIKHOSRO N. KABRAJI, Esq.

SATURDAY, 2ND MARCH, 1878, Well-known Historical Drama, NULL DAMIANTY.

PRICES OF ADMISSION.

Dress Circle (Reserved)	Rs. 2	Stalls	As. 12
,, (Unreserved)	,, 1	Pit	,, 8

MAHABLESHWAR DAWK RE-OPENED.

MOST COMFORTABLE PHAETONS and easy running Tongas from Poona to Mahableshwar can be had at Rs. 35 and Rs. 25 respectively, including all charges by applying to

PEROSHAW BURJORJEE,
PROPRIETOR OF STAGE CARRIAGES,
MAIN STREET, POONA.

NOTICE.—It is hereby notified that the Undersigned did, on the 1st instant, PAY to HER MAJESTY'S TREASURY in Bombay the sum of Rupees 16,000, being the 104th Monthly Instalment of the FI

COMMERCIAL INTELLIGENCE

FRIDAY EVENING, 1-2 MARCH 1878.

THE political telegrams received to-day add nothing to our knowledge of the political situation, but yesterday's commercial advices from London are unquestionably less hopeful in tone. Consols and French Rentes are both given ¼ lower, the respective quotations being 95¼ and 109½. What is perhaps more worthy of notice, however, is the fact of Seeds being steadier. Hitherto the most exciting telegrams have apparently had no sensible influence on this market, but yesterday's prices show an advance of 3d. per quarter in Calcutta Linseed both on the spot and to arrive. Wheat has not moved, nor is there any alteration in the London General Produce Markets.

PIECE GOODS in Manchester yesterday were extremely quiet, and Cotton in Liverpool, according to Reuter, closed dull; sales 8,000 bales. Spot quotations come unchanged, and Reuter, as usual, says nothing respecting arrivals, but private telegrams leave no doubt on this head, the market being generally reported as depressed, with sellers of Good Fair Oomrawuttee, March-April shipment, via Canal, at 4½d. per lb. On this basis we are fully ½d. per lb. too high here, but the probability is that, instead of Liverpool coming to our level, we must look for a still further decline, as not only have we the unsettled state of politics at home to contend with, but the American receipts continue on a scale which preclude any hope of higher prices even with a certainty of a definite peace being arranged.

Yesterday's New York telegrams quote ready Mid. Uplands still at 10¼ cents but May shipment has receded from 11 to 1015-16 cents, per lb. The receipts at the ports to date are as follow :—

	1878.	1877.	1876.
Thursday's Receipts.....	13,000	6,000	13,000
Six days' ,, ...	75,000	55,000	75,000
Total since 1st Sept	3,537,000	3,546,000	3,475,000

The Bank of England return for the week ending on Wednesday evening shows an increase in Discounts of £2,600,000 and a decrease in the Reserve of £600,000 and in Bullion of £300,000. The proportion of the Reserve to Liabilities has fallen from 47⅛ to 42⅜ per cent., and the rate of discount in the open market on 6 months Bank Bills is quoted at 3 against 2½ per cent. last week. A hardening tendency has been apparent in the London Money Market for some days past, but the heavy increase in discounts in the Bank return is of course mainly attributable to the usual quarterly operations, so that the position of the Bank is in reality more favourable than it seems.

Bar Silver in London yesterday declined from 55½d. to 55d. per oz., and Reuter reports shipments for Bombay by yesterday's P. and O. steamer from Southampton of £70,000. These figures, however, are lost sight of in face of the telegram from Washington to-day, that notwithstanding the Presidential veto the "Silver Bill" has been affirmed by both Houses and has become law. There can be no doubt that this step is of considerable importance as regards the future of the metal, and may be taken as precluding the possibility of any very serious decline from present values. But whether it is likely to induce an important advance is another matter. In the first place we have to bear in mind that although the maximum coinage of silver dollars is fixed at 4 millions per month, it is quite possible that the executive Government, opposed as they undoubtedly are to the tenor of the Bill, may seriously restrict the extent of its operation; and in the second place there is the effect of the increase in the Council drafts to be considered. As trade is at present £500,000 weekly of Government drawings is beyond our requirements irrespective of silver imports altogether, and unless the demand for the metal from America is sufficient to absorb the amount offered on the London Market, Silver must still continue to compete with Exchange to the depreciation of the latter.

STERLING EXCHANGE this morning opened with a decidedly firmer appearance at an advance of about ½ per cent. on yesterday's closing figures. Telegrams from Calcutta, however, advising Bank Bills there at only 1s. 9d. to 1s. 9 1-16d. for 6 months' sight caused a slightly weaker feeling, and although later messages thence report a recovery to 1s. 9 3-16d., the tone of the market here has continued quieter up to the close.

The extent of business done has been remarkably small as compared with the large operations of yesterday, and notwithstanding the altered completion of the Silver question, it is apparent that any material advance in rates here will only be established with great difficulty. Looking to the existing dulness in export trade, sellers may be considered as pretty well covered for the time being, and it is generally understood that the Exchange Banks are well in funds irrespective of the opportunity which Council drafts will now give them of transferring their cash to this side. The market closes quiet at the following quotations :—

Bank Bills, on demand .....Is. 8¾d.		per Rupee.
Do. 6 months' sight..Is. 9 3-16d.		,,
Credits, 3 ,, ...Is. 9 3-16d.		,,
Documents, 3 ,, ...Is. 9¼d.		,,

On Calcutta we quote demand drafts at 3-16 per cent. premium, 60 days' sight at 1 per cent. discount, nominal.

The failure of Messrs. Willis, Percival & Co., advised in our special telegram published this morning, is not likely, so far as we can learn, to affect Bombay. As Bankers, the house had the reputation attaching to an old established business, but for some time back their credit has been by no means first class.

GOVERNMENT PAPER has been quieter to-day, and although holders still show considerable firmness, rates are the turn in favour of buyers. We quote :—Fours Rs. 94½ to 94¾; Fours-and-a-half Rs. 95; Fives-and-a-half Rs. 103.

The SHARE MARKET has been quiet in the extreme, and we have not heard of any transactions of importance, nor have values fluctuated to any material extent. In Bank shares the only movement to notice is an improvement of Rs. 5 in Oriental. Land and Press Companies are unaltered throughout, and in Spinning and Weaving Companies a very quiet feeling prevails with, in some cases, a decline of Rs. 5 per share.

COTTON opened this morning nominally at yesterday's prices, but with very dull accounts from home and advancing exchange here, buyers steadily declined to operate, and the few transactions which have taken place show a decline of Re. 1 to Rs. 2 per candy. We now quote for March delivery :—

Good Hingunghaut.....Rs.	198	per candy	F. P.
F. G. F. Broach ..... ,,	200	,,	,,
Good Omra ..... ,,	184	,,	,,
F. G. F. ,, ... ,,	179	,,	,,
G. F. ,, ... ,,	174	,,	,,
Fair ,, ... ,,	155	,,	,,

FREIGHTS are nominally a shade steadier, consignees now holding for £1-10 per ton by steam for Liverpool, but the demand is of the weakest possible character, and we have not heard of a single engagement of any importance. By sail for Liverpool the rate is still £1-15 nominal.

PIECE GOODS are unaltered both in tone and price. The demand remains limited, and buyers only operate from hand to mouth.

COALS are steady, and buyers are more willing to do business, but only at rates which sellers are unable to meet, and we are consequently unable to report any fresh transactions.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic for the week ending 23rd February 1878.

Open 1,268½ Miles.	Rs. a. p.
Coaching	1,11,154 12 0
Merchandize	5,86,589 0 0
Telegraph	1,663 0 0
Total Rs.....	6,98,806 12 0
Corresponding week last year, open 1,268½ Miles .....Total Rs.....	7,71,676 0 8
Decrease.....	72,869 4 8

SHIPPING INTELLIGENCE,
AND LISTS OF PASSENGERS BY SEA.

THE S. S. ELGIN, 990 tons, Captain Millar, sailed yesterday for Rangoon, in ballast.

THE BIBI JUMNA, 346 tons, Captain S. W. Bissett, will sail to-day for Basseruh, in ballast.

THE S. S. MATHEW BAY, 869 tons, Captain A. Clark, sailed yesterday for Akyab, in ballast.

THE S. S. JOHN HOWARD, 806 tons, Captain T. Seward, sailed yesterday for Calcutta, in ballast.

THE S. S. ROSA MARY, 721 tons, Captain T. Webster, sailed yesterday for Rangoon, in ballast.

THE BARQUE ALBUERA, 774 tons, Captain G. Roberts, will sail to-day for Bassorah, in ballast.

THE S. S. HARALD HAARFALGER, 1,353 tons, Captain Heitberg, sailed yesterday for Calcutta, in ballast.

THE B. I. S. N. Co.'s s. s. VINGORLA, 315 tons, Captain R. D. Dougherty, arrived in harbour on the 28th ultimo, from Kattywar Coast and Kurrachee, with a general cargo, and the following passengers :—Mr. H. E. P. James, Mr. D. McIver, and 293 deck passengers.

THE P. AND O. Co.'s s.s. NIZAM, 1,727 tons, Captain A. E. Barlow, which arrived in harbour on the 28th ultimo, from Southampton, brought the English Mails and the following cargo :—692 packages piece-goods, 70 bales twist, 23 cases brandy, 30 cases cochineal, 49 packages whiskey, 76 packages spirits, 412 packages wine, 352 packages oilmenstore, 163 packages provision, 250 packages steel, 13 packages earthenware, 28 packages glassware, 10 packages paint, 15 cases candles, 76 cases soap, 82 packages medicine, 5 cases boots, 107 cases window glass, 70 cases copper, 236 cases brass, 60 barrels pitch, 10 barrels tar, 1,407 bundles and 1,094 bars iron, 100 drums oil, 166 cases brandy, 326 casks beer, 100 kegs red lead, 507 boxes silver, 1 box pearls, 4 cases saffron, 42 bundles E. teeth, and many packages merchandize.

DEPARTURE OF THE AUSTRALIAN MAIL.

THE P. and O. Co.'s s. s. ASSAM, 1,747 tons, Captain N. Stewart, sailed yesterday for Australia, &c., with the Mails, general cargo, and the following passengers :

For Melbourne.—Mr. S. W. Fulton, Miss Higgins, Mr. and Mrs. Higgins and 2 children, Mr. and Mrs. Hodson and 3 children, Mr. T. Bloomfield, Mr. W. R. Martin, Mr. and Mrs. A. Clarke and infant, Mr. C. G. Baldock, Mr. K. Walker, Mr. C. Dewing Mr. T. J. Clavering, and Lieut G. Glasford.

For Sydney.—The Hon. Charles Mitchell, Mr. S. Hamerrick, and Mr. and Mrs. Frank Chalk.

For Colombo.—Mr. F. F. Arbuthnot.

ARRIVALS.

Feb.	Vessels.	Commanders.	From.
28	Vingorla (s).....	Dougherty ...	Kurrachee, Feb 25.

DEPARTURES.

Mar.	Vessels.	Commanders.	Destinations.
1	Australia(s).....	Bozzoni.....	Genoa.
	Nemuphar	Soutor	Mauritius.
	John Howard (s)	Seward	Calcutta.
	Assam (s).....	Steward	Australia.
	Mathew Cay (s).....	Clark	Akyab.
	Rosa Mary(s).....	Webster	Rangoon.
	H. Haarfalger (s) ...	Heitberg	Calcutta.
	Elgin(s).....	Millan	Rangoon.

The following vessels obtained their port clearances yesterday :—

Barque Alburs, Roberts, to False Point.
Brig Jumna, Bissett, to Bussorah.

The following vessels were entered for loading yesterday :—

Steamer Vingorla, to K. Coast and Kurrachee.
Barque Savernak, to Liverpool.
Barque Faune, to Mangalore.

CALCUTTA.

ARRIVALS.

Feb.
25 Queen Margaret(s).Butler .....London, Dec 28.

DEPARTURES.

Feb. 25—Steamer Calcutta. Ships America and Bolton Abbey.

MADRAS.

ARRIVALS.

Feb.
26 Longoy .... Colombo.
27 Brazilian (s) .... Point de Galle.
Oriental (s) .... Rangoon.

DEPARTURES.

Feb.
26 Malabar .... Port Natal.
Mercia .... London.
27 Allendale .... Lutchmesporum.
Poona (s) .... Calcutta.

DEPARTURE OF PASSENGERS.

Per s s Poonah :—Messrs H Bill, A F Beaufort, H G Blanford, and Mrs Welch.

ADEN.

ARRIVALS.

Feb. 13 Agamemnon, ss, Wilding, from Liverpool, Dup'eix, ss, Monge, from Mauritius. Darien, ss, Bayley, from Calcutta. 14 Poonah, ss, Angove, from Southampton. Travancore, ss, Barrett, from Venice. Achille, ss, Fortie, from Bombay. Thessaly, ss, Harbord, from Bombay. Hellespont, ss, Pearse, from Cardiff. 15 Tigre, ss, Lormier, from Shanghai. Cadiz, ss, Echeita, from Manilla. 16 Pachumbo, ss, Melville, from Zanzibar. 18 Agra, ss, Hillcoat, from Kurrachee. Horden, ss, Turner, from Cardiff. Sumatra, ss, Rocks, from Jeddah. 19 Abyssinia, ss, Sharp, from Bombay. August, ss, Christansen, from Colombo. Java, ss, Cotton, from London. 20 Armide F S Frigate, Bonice, from France. 21 Batavia No 1 Dredger, Yeendoorn, from Glasgow.

DEPARTURES.

Feb. 12 Hesledon, ss, Rooke, to Rangoon. Agamemnon. ss, Wilding, to Singapoor. Darien, ss, Bayley, to Trieste. Poonah, ss, Angove, to Calcutta. Travancore, ss, Barrett, to Bombay. Achille, ss, Fortie, to Trieste. Thessaly, ss, Harbord, to Liverpool. 15 Nefjeldt E, ss, Vesphi, to Berbara. Tigre, ss, Lormier, to Marseilles. Cadiz, ss, Echeita, to Liverpool. 19 Sumatra, ss, Rocks, to Bombay. 20 Helios, ont, ss, Pearse, to Diamond Isaland. Pachumbo, ss, Melville, to Bombay. Agra, ss, Hillcoat, to London. August, ss, Christansen, to London. Java, ss, Cotton, to Kurrachee. 21 Armide F S Frigate, Bonice, to China.

VESSELS IN HARBOUR.

Ed. King, ss, Ferguson, from Red Sea.
Albuis, ss, Bradley, from Cardiff.
Kwang Tung, I G S, Campbell, from Perim.
Dupleix, ss, Monge, from Mauritius.
Horden, ss, Turner, from Cardiff.
Abyssinia, ss, Sharp, from Bombay.
Batavia No 1 Dredger, Yeendoorn, from Glasgow.

DAILY EXPORTS.—MARCH 1.

FOR LIVERPOOL.

Earl of Zetland—86 bales cotton, Pelly and Co; 42 bales cotton, Morarjee Hurdass; 71 bales cotton, Mackinlay, Simpson and Co; 100 bales cotton, Goculdass Cullianjee; 100 bales cotton, Peel, Cassels and Co.

Copia s—263½ cwts myrabollams, Mowjee Godoo; 40 bales hemp and 121 bales wool, Nursey Khutow; 10 bales wool, Nensey Luckmidass; 31 bales cotton, Pelly and Co; 63 bales cotton, Oodechund Surdarchund; 28 bales cotton, Munsookram, Motilal; 109 bales cotton, Somchund Mitha; 7 bales cotton, Nowrojee Manockjee and Co; 310 cwts myrabollams. Vishdujee Veerjee; 22 bales wool, Ramjee Roychund.

Branksome Hall s—500 bales cotton, Ralli Brothers; 1,000 bales cotton, Peel, Cassels and Co.

Tuscany s—105 bales wool, Nursey Khuttow; 506 cwts wheat, Stearns, Hobart and Co.

Bellona s—17 bales wool, Ladha Rohim; 23 bales wool, Ewart, Latham and Co; 100 bales cotton, Lyon and Co; 200 bales cotton, Knoop and Co.

European s—47 bales cotton, Dhurumsey Veljee; 253 bales cotton, Gaddum and Co; 357 bales cotton, Ralli Brothers; 1327 cases opiu yarn, Nanjee Govindjee; 3124 cwts galls, Lalljee Naranjee.

FOR MARSEILLES.

Propontis s—8,482 cwts teel seed, Finlay, Scott and Co; 250 bales cotton, Jules, Siegfried and Co.

FOR HAVRE.

Romeo—250 bales cotton, W Nicol and Co.
Whitter—600 cwts pepper, Vinay and Co.
Zante s—100 bales cotton, Killick, Nixon and Co; 252 bales cotton, Jules, Siegfried and Co.
Isaac Reed s—1,850 bales cotton, Gaddum and Co; 80 cwts B horns, A Blaschcck and Co.

FOR VENICE.

Romulus s—100 bales cotton, Peel, Cassels and Co.

FOR TRIESTE.

Romulus s—100 bales cotton, W and A Graham and Co; 20 bales cotton, Peel, Cassels and Co; 100 bales cotton, E Spinner and Co.

FOR GENOA.

Sumatra s—100 bales cotton, Peel, Cassels and Co.

FOR NAPLES.

Sumatra s—200 bales cotton, E Spinner and Co.

FOR SUEZ.

Travancore s—24 cwts indigo, H Zanal Abedeen,

FOR YOKOHAMA.

Kashgar s—25 bales twist, Forbes and Co.

FOR HONGKONG.

Kashgar s— 3 cases peacock feathers, A C Abedin : 50 baskets onions, Mahomed Ahmoodin : 200 baskets onions, H Khanbhoy : 16 bales twist, B and A Hormusjee : 50 bales twist, E D Sassoon : 50 bales twist, Ahmedbhoy Habibbhoy : 5 chests opium, S N Talalee : 17 bales twist, The N S and W Co : 5 cwts G Hormusjee, M M Mehta and Co : 28 bales twist, H A Noor Mahamed 60 chests opium, Jairazbhoy Peerbhoy.

FOR SHANGHAI.

Kashgar s—6 chests opium, Roognath Jugnath : 6 chests opium, E D Sassoon : 22 chests opium, Buldewdass Seevshunker : 14 chests opium, Jairazbhoy Peerbhoy.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.
BOMBAY, 28th February 1878.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·953
Temperature of the Air.....	76·0
Wet Bulb Thermometer.....	62·8
Dew Point	53·6
Relative humidity of Air	0·474
Extent of cloudy sky (the whole sky clouded—8).	0·0
Maximum temperature of air (read at 6 p.m).....	83·2
Minimum do. do. (read at 9-30 a.m.)...	65·0
General Direction of wind .....NNE, N, NNW, NW, WNW.	
Movement of wind in 24 hours	323.

MILITARY INTELLIGENCE.

ARRIVALS.—FEBRUARY 28.

Langrish, Quarter Master, R H A, on leave, from Umballa.
Smith, Lieut Col, 18th Bombay N I, from sick leave, from England
Daubney, Lieut Col, 7th Fusiliers, from leave, from England.
Barrow, Capt, from furlough, from England.
Mayne, Major, Staff Corps, from furlough, from England.
Mackenzie, Capt, 9th Lancers, from leave, from England.

MARCH 1.

Bannerman, Capt, Staff Corps, on furlough, from Agor.
Fraser, Major, Staff, on leave, from Mhow.

DEPARTURES.—MARCH 1.

Langrish, Quarter Master, R H A, from leave, to Umballa
Hemly, Capt, 12th Lancers, on leave, to Waly.
Case, Lieut, 12th Lancers, on leave, to England.
Seton, Major, R E, on leave, to Poona.

MADRAS GOVERNMENT ORDERS.

(Fort St. George Gazette, Feb. 20.)

Surgeon William Price, M D, Civil Surgeon, Vellore, to be Medical Officer, Ootacamund.

Mr R K Puckle, Director of Revenue Settlement, furlough to Europe on medical certificate for one year, with subsidiary leave not exceeding thirty days.

Mr R Davidson, Acting Collector of Kurnool, furlough to Europe for four months on medical certificate, with subsidiary leave not exceeding thirty days.

PUBLIC WORKS DEPARTMENT.

Colonel J Mullins, R E, Chief Engineer for Irrigation and Joint Secretary to Government, Public Works Department, Irrigation Branch, privilege leave for three months.

The services of Serjeant D Dallas, Supervisor, Bengal Provincial, are replaced at the disposal of the Government of India.

GOVERNMENT'S MILITARY ORDERS.

Colonel C P Keyes, C B, Staff Corps, is permitted to proceed to Europe on furlough on private affairs for two years, with the necessary subsidiary leave.

The following promotions, in the Madras Staff Corps, are made from the 20th February :—To be Lieutenant-Colonel, having completed 26 years' service, Major Wheatley Robertson. To be Majors, having completed 20 years' service, Captain R J B Simpson, Captain C J T Whitlock.

The undermentioned Officer is promoted to the rank of Major by brevet :—Captain H W Bird, 6th Light Cavalry, Captain H W Bird.

Major J Picton-Warlow, Superintendent of Police, South Canara, is granted furlough on private affairs for one year and twelve days, and on medical certificate for eleven months and eighteen days.

Surgeon-Major B Williamson, 2nd Cavalry, Hyderabad Contingent, is granted furlough on private affairs for one year, five months, and twelve days, and on medical certificate for six months and eighteen days.

Conductor T Mellor, Ordnance Department, is allowed leave of absence for six months.

His Grace the Governor in Council is pleased to make the following appointment :—Colonel A H Cooke, Wing Commander 23rd Regiment Native Infantry, to officiate as Staff Officer and Superintendent of Devils, Fort St George.

Surgeon-Major W Doyle, Civil Surgeon, Cochin, is permitted to proceed to Europe, on furlough on private affairs for six months and sixteen days, and on medical certificate for eleven months and nineteen days.

Lieut A W Rendle, 65th Foot, Officiating Wing Officer, 22nd N I, is admitted to the Madras Staff Corps from the 29th Jan.

G O G dated 19th Feb. permitting Surgeon J Maitland to resign the service, is cancelled at his own request.

THE ARMY.

WAR OFFICE, FEBRUARY 5.

Royal Artillery—Major Hanwell to be Lieut-Col., vice Brevet Col. L. W. Penn, dec.; Capt. Strahan, C.M.G., on the Seconded List, to be Major on the Seconded List from Jan. 10, 1878, his retirement dated Jan. 26, 1878, to remain undisturbed; Capt. LeMarchant to be Major, vice J. Hanwell, prom.; Capt. Philipotts to be Major, vice H. Anderson, who retires upon a gratuity; Lieut. Gamble to be Capt., vice Thomas Le Marchant, prom.; Lieut. Uppleby to be Capt., vice Philipotts, prom.; Lieut. Chapman to be Lieut. upon the Supernumerary List; Capt and Adj. Yeatman has been permitted to assume the surname of Biggs in addition to and after that of Yeatman.

In consequence of the death of Lieut-Col. and Brevet Col. Penn, C.B., on Dec. 14, 1877, the promotion of the undermentioned officers to be antedated as follows :—Major Gillies to Dec. 15, 1877; Capt. de Maryiaki to Dec. 15, 1877; Capt. Ramsford-Hannay to Jan. 1, 1878; Capt. Howard to Jan. 9, 1878.

Royal Engineers—Gen. Goodfellow, Col.-Commandant (late Bombay), is placed upon the Retired List; Major Penny (late Bombay) to be Lieut-Col., vice Brevet Col. H. St. C. Wilkins, removed as a general officer; Capt. Cruickshank (late Bombay) to be Major, vice C. B. F. Penny; Lieut. Gill to be Capt., vice J. H. R. Cruickshank (late Bombay); Capt. Gun retires upon temp. half-pay; Capt. Lewis retires upon a gratuity.

Brevet—The following promotions to take place from Dec. 21, 1877, consequent upon Gen. William Barclay Goodfellow, Col-Commandant, Royal (late Bombay) Eng., having been placed upon the Retired List :—Lieut.-Gen. Turner, Col-Commandant, Royal [late Bombay] Eng., to be Gen.; Major-Gen. Sir M. R. Kennedy, K.C.S.I., Royal [late Bombay] Eng., to be Lieut.-Gen.; Lieut-Col. H. St. Clair Wilkins, Royal [late Bombay] Eng., to be Major-Gen.

MADAME CARLOTTA TASCA

Begs to announce that she is prepared to receive pupils for the Pianoforte, Organ, and Harmony. Communications may be addressed, care of Messrs. SOUNDY and Co.

MR. ALFRED PLUMPTON

Begs to announce that he is prepared to receive pupils for Singing, Piano, Harmonium, Violin and Harmony. Communications may be addressed, care of Messrs. SOUNDY and Co.

REDUCTION OF PRICES.
MENIST'S
PERFECT PEBBLE SPECTACLES,
EYE-GLASSES, PRESERVERS.
BINOCULARS, &c. &c.

MR. BETTS respectfully notifies his return to Bombay and that, intending shortly to return to England, he will dispose of his present stock of the above at greatly reduced prices.

Mr. Betts will probably leave for Ceylon on the 5th March, so those wishing to provide themselves with these Celebrated Aids to Vision (or duplicates in case of accident) should lose no time in availing themselves of the present favourable opportunity.

Messrs. SOUNDY & Co.'s, Rampart Row.

J. J. L. & B. DAVIS,
SURGEON DENTISTS,
7, RAMPART ROW, FORT, BOMBAY.

PAINFUL and aching Teeth medically treated and filled, thereby avoiding extraction and rendering them perfectly sound and useful for mastication.
N.B.—Charges strictly moderate.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RS. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

BIRTHS.

MELVIN—February 1st, at Castle, St. Montrose, N. D., Mrs. William F. Melvin, of a son.

BOMBAY.

DEATHS.

ANDERSON—March 1st, at Bombay, Muriel Marion, the only child of S. W. Anderson, Esq., aged 1 year and 7 months.

OTHER PRESIDENCIES.

BIRTHS.

COWHAM—February 24th, at Ranegunge, the wife of W B Cowham, Esq., of a daughter.
GREAVES—February 19th, at Nowgong, Assam, Mrs T W, Greaves, of a son.
THADDEUS—February 17th, at Delhi, the wife of Mr J Thaddeus, of a son.

MARRIAGES.

BIRCH—NIEBEL—February 21st, at St Andrew's, Darjeeling by the Rev J R Baldwin, Chaplain, Horace Heathorn, son of the late Rev G B Birch, to Grace Louise, third daughter of the late Rev Charles Niebel.

DEATH.

WIBROW—February 24th, at Calcutta, Robert March Wibrow aged 41 years.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

SATURDAY, MARCH 2, 1878.

THE meeting held yesterday in the Town Hall to adopt a memorial to the Postmaster General regarding the renewal of the English Mail contract is creditable to the public spirit of the community; and there is much in the memorial itself which will command general assent. Opinion is unanimous as to the necessity of raising the contract rate of speed; and no one on this side of India dissents from the view which Mr. Kittredge put so forcibly yesterday, that the Southampton mail service may be safely and with advantage to the public purse be altogether done away with. We do not think, however, that one of the propositions contained in the memorial had been duly considered. We mean the statement "that the vast development of steam "shipping since the opening of the Suez "Canal has removed the necessity, on "political grounds, of subsidizing steam "lines in the Eastern seas." So far as the port of Bombay is concerned, this proposition is plainly inconsistent with the prayer of the memorial for a heavily subsidized service between Brindisi and Bombay, and with the candid admission made by Mr. Graham that such a service cannot be maintained without a subsidy, as there is not sufficient trade, independently of the mail traffic, to give profitable employment to a line of powerful steamers. If, however, the proposition in question be meant to apply merely to the mail services of other Eastern ports than that which, by a natural and praiseworthy sentiment, is regarded by all good citizens of Bombay as the centre of the universe, we doubt the wisdom of the Bombay memorialists in attempting to lay down a law for others which they do not wish to see applied to themselves. Calcutta, Ceylon, Madras, and China have interests of their own, of which they are the best judges, and it cannot be prudent to insist that they shall have no Government subsidy, while Bombay is unable or unwilling to do without such help from the State. Another question raised by the memorial is whether the rate of speed asked for on the Bombay and Brindisi line is not too high. We have endeavoured to work out for ourselves a calculation of the shortest time required for carrying mails from London to Bombay, and we cannot see that the journey could be done in any case under 16½ days. The following statement will show how we have arrived at this conclusion :—

OVERLAND JOURNEY FROM LONDON TO BOMBAY.

Mails leave London every Friday at 8 p. m.	
Time from London to Paris.....	10½ hours.
Arrival at Paris, Saturday, 6-30 a. m.	
Distance from Paris to Brindisi, according to Bradshaw, 1,256 miles.	
At an average speed of 35 miles an hour, this distance could be traversed in 36½ hours. Allowing 3½ hours for stoppages, the time required from Paris to Brindisi would be	40 hours.
Arrival at Brindisi, Sunday, at 10-30 p. m.	
Start from Brindisi at Sunday midnight.	
At an average speed of 13 knots the distance, 820 miles, from Brindisi to Alexandria would occupy	63½ hours.
Arrival at Alexandria, Wednesday, 3 p. m.	
Time through Egypt	12 hours.
Leave Suez, Thursday, 3 a. m.	
Distance from Suez to Bombay, 2,972 miles. This at a net average speed of 11 knots an hour would give	271 hours,
or 11 days and 7 hours as the time required for the voyage.	
Counting this time from Thursday, 3 a. m., we get Monday, 10 a.m., as the hour when the mails could be landed in Bombay.	

It will be observed that, in this estimate, we have taken the speed of the P. and O. steamers at an average of 13 knots on the home side, and 11 knots net, or 11½ knots if we include stoppages (for which we have made no allowances) on this side of the Isthmus of Suez. Mr. Graham read some interesting figures to shew that, in the Atlantic, a uniform speed of 13 knots is maintained from month to month by the first-class steamers of the various American and Liverpool lines. This statement is in contradiction of that which has been lately published in the *Bombay Gazette* by a sailor who has had great experience in navigation, especially in Eastern waters. We are unable ourselves to determine whether Mr. Graham or our correspondent takes the more correct view of the rate of speed that can be got out of steamers at the present day in Eastern waters. No doubt the best solution of this problem would be found by throwing open the contract to free tenders, and thus ascertaining at what rate of speed companies are willing to offer to perform the service; and we agree with the memorialists that it would be advisable to invite separate tenders for the different lines, so that the Post Office might judge for itself whether the whole Eastern service can be managed more efficiently and economically by one great company than by several smaller ones. The speakers at the meeting, however, omitted one consideration which would undoubtedly have great weight with the Home Government in determining this issue. At the present critical moment in the history of the British Empire, we think it is exceedingly unlikely that political grounds will not be taken into consideration by the Government which has the disposal of the postal contract; and if we consider that, were the P. and O. Company not in existence at the present moment, the English Government, with the chance of requiring soon many large steamers for transport work, would probably be glad to pay a large sum of money in order to create such a fleet, it is probable that no steps will be rashly taken to break down the power of this company and allow the contract to fall into various hands. But, if commercial considerations alone are regarded, it must still be borne in mind that so high a rate of speed as 12½ knots on this side, which is what is asked for by the memorialists, could scarcely be attained without considerably increased expenditure. Mr. Kittredge entered into some calculations to show that there would be a very large saving by the abolition of the Southampton route; and he maintained that, after abolishing that route, it would be quite possible to carry on the new and more efficient service between Brindisi and Bombay on payment of a subsidy of £125,000 a year. We do not question the correctness of his figures; but such estimates are necessarily speculative. The tenders will supply the true test; and we greatly doubt if any of the companies running steamers to Bombay will tender at more than 11½ knots, or will run the risk of constructing new and much more powerful steamers to do 12½ knots. It seems to us that, when it is doubtful if the higher rate of speed named in the memorial can really be got out of steamers in these seas, the memorialists would have had a better chance of being listened to if they had shown moderation, and fixed the rate of speed on this side at 11½ knots, which, so far as we can learn, is considered to be a fair rate not only by practical sailors, but by the commercial communities of Calcutta and Madras. It will be observed that, in our calculation, even with the rate of 11½ knots, the possibility of carrying through the mails in 16½ days depends on greater facilities being provided for the carriage of the mails across the Continent of Europe. We have shown that it is impossible for the mail, leaving London on Friday evening, to reach Brindisi by Sunday at midnight, unless the trains on the Continent are run at an average speed of 35 miles an hour. The greatest difficulty would be found in persuading the Governments of France and Italy to run their trains at this rate; and, if they made the concession to the demands of the British Government, they would no doubt insist upon being very heavily paid for it. It should be noted that this is a question which is quite independent of the P. and O. Company's contract. It can be managed entirely by communications between the several Governments concerned, and unless it is arranged the whole basis of the scheme for getting the mails out here in 16 or 17 days falls to the ground, for it is essential that the mails should leave Brindisi by Sunday at midnight, otherwise they cannot get into Alexandria harbour before Wednesday evening, and cannot be delivered at Bombay probably before Tuesday morning at the earliest. Instead, therefore, of directing their regards exclusively to the P. and O. Company's contract, the memorialists would have done well to urge the Home Government to increase at once, if possible, the rate of speed of the Indian mail train from Calais to Brindisi. They might at the same time have pointed out that this route could be made much more available for passengers as well as for the mails if the comfort of travellers were studied in some degree by the Continental Governments. It seems to be a great pity that, while there is a Department of State to take care that letters between the various parts of the British Empire are forwarded with the greatest speed and regularity, the comfort and convenience of travellers are left entirely to the care of private individuals. It is obvious that individual enterprise can do nothing whatever for the benefit of passengers in Continental countries where the railways are entirely in the hands of the State, and the Government should, we think, in making new arrangements for the carriage of the Indian mails, attempt to lessen the annoyances of the journey from London to Brindisi, and so to develop the intercourse between India and England by this route, which would be no less beneficial to France and Italy than it would be to the passengers travelling between England and the East.

YESTERDAY in reviewing Sir Richard Temple's Famine Minute we touched upon several points that stood out in considerable relief from a mass of matter of no special interest. We propose now to return to the Minute, because we have by no means exhausted all that can be said about our Governor's last great effort in the literary line. With regard to the actual administration of famine relief in this Presidency we need say no more than that we cordially concur in the praises bestowed by Sir Richard on the district officers, who doubtless all did their duty well; but what perplexes us is that the Bombay Government should have been able to bring the work of famine relief so suddenly to a close at the end of last November, and that since then the public should never have heard anything more about the great distress which was prevalent, and which to our own knowledge still continues to exist in many parts of Western India. We have often maintained that there was a tendency on the part of many persons to exaggerate the evils of the famine a year ago, and doubtless such a tendency did exist and might have been the means of doing serious mischief if it had not been stoutly opposed; but circumstances of which we are cognisant regarding the state of the rural districts make us now incline to the opinion that the Government of Bombay is making too light of the critical state of the people who were affected by the famine—a critical state which needs must follow as the night the day upon a prolonged period of severe distress. Sir Richard Temple seems to have fancied that what he calls "the "victory over famine" was fairly won, and that all he had to do was to shut up his telescope, after the fashion of the Duke of Wellington in the pictures of the battle of Waterloo, and ride off the field to write a despatch describing the battle. He has apparently forgotten that the task still remains to him of caring for the lives of thousands of suffering people, who certainly could have been no more able to earn their living in December than they were in the immediately preceding month, and whom the long continuance of high prices must still debar from obtaining sufficient food to keep themselves and their families from starvation. No victory has ever been achieved either in the battle-field or the famine-field without there being left behind a melancholy array of wounded. The "wounded" after Sir Richard Temple's victory seem to have disappeared almost as mysteriously as the majority of the Turkish wounded are said to have done in the hands of the Russians after the capture of Plevna; and we are convinced that if inquiry were made the Bombay Government would be found, while shouting the paean of triumph, to be neglecting the common precautions of humanity. Famine still lingers in Madras. Its presence is acknowledged officially by the Government. But in Bombay here we appear to have a population that can be on the verge of starvation one day and all right the next, according as the Government happens to have fixed upon an exact day for the arbitrary termination of the famine. Truly, the sudden disappearance of the Bombay famine is an excellent conjuring trick; and it would have our admiration, and so far as we are concerned Sir Richard Temple might go on singing *gaudeamus* over famine "victories" as long as it pleased him to do so, if we did not think that conjuring tricks are out of place in grave complications in which the life and death, the misery and the happiness, of a great population are deeply concerned.

It appears from the Minute that the total expenditure and loss of revenue caused by the Famine amounts to Rs. 1,16,56,700, or £1,165,670. The cost of the Dhond and Munmar chord line, on which there has been an expenditure of £37,152, is not included in this estimate. Sir Richard estimates that the total share of the increased profits on the Bombay railways, which are directly due to the Famine, may be estimated at Rs. 35,00,000, or £350,000 The net cost of the Famine in the Bombay Presidency is therefore set down at Rs. 81,56,700, or £815,670. The main portion of this expenditure, however, it is claimed, has been reproductive. Thus Rs. 28,00,000, or £280,000, have been spent upon irrigation works which Sir Richard describes as works of prime necessity which had long been in contemplation and must have been undertaken by the State sooner or later. Again, 55 lakhs, or £550,000, have been spent on roads, 10 lakhs, or £100,000, upon petty works, and 11 lakhs, or £110,000, on general supervision and establishments—so that there remain only 10 lakhs, or £100,000, which have been spent upon gratuitous relief. This is a very satisfactory balance sheet for Bombay to be able to show, and we think it may be accepted as justifying to the full extent the statement made by one of the speakers at the recent public demonstration in the Circus that this Presidency at least may be said to have fulfilled Sir John Strachey's requirements of meeting the cost of its own famine. It is not a pleasant prospect for Bombay that

LATEST INTELLIGENCE

[REUTER'S TELEGRAMS.]

(By Red Sea Cable.)

THE TREATY OF PEACE.

LONDON, FEB. 28.

The question as to the boundaries of the new Bulgarian tributary State is delaying the conclusion of the Treaty of Peace between Russia and Turkey.

STATEMENT BY SIR S. NORTHCOTE.

In the House of Commons this evening, Sir Stafford Northcote, in reply to a question, said that Government had not yet received any information respecting the Russian peace conditions, and that if they were injurious to British interests the Government would take proper steps to vindicate those interests.

THE COMMAND OF THE SECOND BRITISH ARMY CORPS.

It is stated that Lieutenant-General Sir Thomas Steele, now Commanding the Aldershot District, will be the Commander of the Second British Army Corps, should England go to war with Russia.

THE SILVER QUESTION IN AMERICA.

PASSING OF THE SILVER BILL.

WASHINGTON, FEB. 28.

President Hayes has vetoed the Bill adopted by the Senate, rendering the silver dollar a legal tender. A message from the President to Congress declares the Bill to be a grave breach of public faith. The Bill has, however, been passed on reconsideration by a majority of two-thirds of the Senate, thus setting aside the Presidential veto. The House of Representatives have also passed the Bill, which thus becomes law.

LONDON, FEB. 28, AFT.

The Liverpool Cotton Market closed dull. Surats dull.

The London Cotton Market to-day closed dull.

Fair Dholleras	5 1/16
Bar Silver	55d.
Consols for Account	95¼
5 per cent. French Rente, 1872	109½

The Bank of England Returns for the week ending yesterday show the following results:—

Reserve of Notes ..£11,800,000.... Dec. £ 600,000
Bills Discounted ..£23,300,000.... Inc. £2,600,000
Bullion .....£24,400,000.... Dec. £ 300,000

The proportion of Reserve to Liabilities 42¾ per cent
Market rate of Discount, 6 months' sight Bills, 3 per cent.

In the Manchester Market there has been small sales. Departure—India.

RATES OF EXCHANGE ON LONDON.

Bank Bills, on demand	....1s. 5¼d.	per Rupee.
Do. 6 months' sight..	1s. 9 3-16d.	,,
Credits, 3 months' sight..	1s. 9 3-16d.	,,
Documents, 3 ,,	....1s. 9¼d.	,,

AMONGST the many curious rules and regulations to be found in the public services none equals in stupidity the one which is applied to the principalship of the Grant Medical College. This appointment can only be held by the Professor of Medicine. The professors of materia medica, botany, surgery, chemistry, etc., may have formed part of the educational staff of the College for years; yet, however worthy they might be of this promotion, they can never expect, under the present order of things, to attain it. These remarks apply equally forcibly to the professors of the clinical hospital attached to the College. Supersession is thus made obligatory, and although it is but fair and just that, when the first physician vacates his post, it should be filled by the second physician, it is on the other side very unfair, that merely because he happens to *be* second physician he should be raised above his colleagues, and, in the minds of the world be incorrectly deemed their superior in qualifications and attainments. It is our opinion the principalship should not appertain to any of the professorships in particular, and ought to be quite separate from the appointment of Professor of Medicine. We trust that on the departure of Dr. Cook, the present Principal, Government will follow the practice of medical schools at home, where the principalship is open to all the professors, one among them being selected by the votes of his colleagues.

THE Lieutenant-Governor of the Punjab, in a durbar held on Tuesday last, conferred khillats upon Ghulam Mohidin, Tahsildar, who was wounded by Mian Rukn in the attack on Sapri a few days back; on Mian Abdul Rahman, of Abasai, who accompanied the expedition and gave valuable information; on Mahbub Khan and Aka Muhammad Khan, Inspector of Police, who were all present and rendered valuable assistance. The khillats consisted of pistols, shawls, and swords.

IT is understood that the Uthman Khel tribe is now to be summoned to submit to the Government, paying a heavy fine and giving hostages for future good conduct. Should this demand be refused, a military expedition will later be directed against them. It is, however, believed that after the punishment received at Sapri and the example of the destruction of the Jowakis before their eyes, they will submit to the terms imposed.

LIEUTENANT-GENERAL STRACHEY, R. E., has returned to Calcutta from his tour to Ajmere and the North-West. The General will, we believe, proceed to Bombay and Madras shortly, to interview the Governors of those presidencies, in his capacity of President of the Famine Commission.

MR. J. H. MORRIS, C.S.I., Chief Commissioner of the Central Provinces, accompanied by Lieutenant Colonel J. O. Mayne, R. E., officiating Public Works Secretary, and Mr. Lindsay Neill, Officiating Secretary, has proceeded to Calcutta.

THERE were four officers approved of the Secretary of State for Sir E. C. Bayley's place in Council, *viz.*, Sir Henry Davies, Mr. John Inglis, Mr. J. H. Morris, and Mr. Rivers Thompson; anybody it would seem but Mr. Chapman.

IT has often been remarked by those who have had experience of districts or leaders that the Mofussil dar requires reform. Only the other day the Government advocate at Kurrachee put forward a scheme to effect some improvement in the condition of the local bar. We now learn that Mr. C. M. Cursetjee, the Small Cause Court Judge at Ahmedabad, has reported to the High Court a vakil of his Court for serious misconduct. The same Judge had the sunnud of a vakil practising in his Court at Ahmednuggur some time back cancelled by the High Court for misconduct. In the present instance the offence imputed is of a more serious nature, and we believe the vakil in question has engaged counsel to defend him when the matter is brought up for argument on the Appellate Side.

WE are informed that the Secretary of State has lately received a communication from the Foreign Office forwarding a communication from the French Ambassador at the Court of St. James's, expressing the thanks of the French Government for the assistance rendered by His Excellency Lord Lytton to the administration of the French Settlements in this country, by permitting the importation of food grains free of duty during the famine.

WE understand that the Secretary of State has expressed to the Government of Madras a desire to be informed of the results of the experiments which the Collectors of certain districts in that Presidency were sometime back directed to make in the manufacture of paper from the prickly-pear; and also that the results of experiments which, it is understood, have recently been made for the utilization of this plant as fodder for cattle may be reported to him.

WE make the following extract from a letter sent us from Kattywar, which indicates a season of trial and suffering yet for this province:—"The recent tide of emigration into more favoured districts appears to bring no appreciable relief to the people in this province. Calamitous as has been the past to men and cattle, the future looks more gloomy and threatening. What with food grains at famine prices, the want of public relief works, and the large number of infirm and sick who court death, the situation through the hot weather looks terrible. Taking into account the heavy loss in revenue sustained by the chiefs owing to a scanty rainfall last year, they are to be pitied if unable to help and comfort all that are in danger, necessity, and tribulation."

IN the Bijnour district, a well informed correspondent tells us (*Pioneer*) the distress is very cruel, and the people greatly reduced. The pressure increases and there seem troubles ahead. The rabi is threatened with bad weather, and the mahajuns are advancing money at 14 seers (90 tolahs) of grain, on the ripening of the harvest. This last fact is suggestive. The men whose business it is to forecast, evidently look for but little fall in prices when the new crop is garnered.

THE report on the administration of the Salt Department in the Lower Provinces of Bengal for 1876-77 shows that the net results of the salt revenue of the year, in comparison with the previous year's return, is an increase of Rs. 3,48,731. The imports by sea during the year showed a marked decrease in comparison with those of 1874-77. The explanation of this decrease, which occurred in the ports both of Calcutta and Chittagong but was most marked in Calcutta, was that the importations of 1874-75 were abnormally excessive. The quantity of salt manufactured during the year was 407,974 maunds, or 85,091 maunds in excess of the manufacture of the previous year. In the sales of manufactured salt there was a decrease to the extent of 18,817 maunds, and of duty to the amount of Rs. 36,373. A decrease in the sales for consumption in saliferous tracts, amounting to 19,322 maunds, is ascribed to the prevalence of cholera and the action of the cyclone in the districts of Backergunge, Chittagong, and Noakaly. There was an increase of 40·2 per cent. in the number of cases brought to trial for offences against the salt laws and of 51 per cent. in the number in which convictions were obtained. The percentage of convictions to the cases tried was 96·5, which is regarded as satisfactory.

WE understand that the question of leasing the Coco Islands in the Bay of Bengal for a period of 50 years to Mr. Sherlock Hare, is at present under the consideration of the Government of India.

WE are informed that the Secretary of State has approved of the directions issued by the Madras Government that no extension should be made of the reserve system in tank beds in Tinnevelly, and that cattle should not be excluded from the tanks where they are, the ordinary grazing lands of the adjacent villages.

DR. WALL has lately furnished a contribution to science in the shape of a report on certain experiments he has been making with respect to snake poisoning. Dr. Fayrer thinks highly of Dr. Wall's labours, and trusts he will be permitted to continue his investigations, which must lead to good results. The Secretary of State has also expressed his appreciation of Dr. Wall's labours.

THE Neilgherry paper says—"Amongst mysterious disappearances of individuals—and there have been some—the one which has attracted the least attention is that of Mr. Broughton, the late Government Entomologist. Mr. Broughton had disagreement with Mr. Cockerell, and his period of covenant having expired, resigned his appointment. He rode from Ootacamund to Mettapollium, there dismissed his horse and cooly, and it is supposed took rail from Pothanore to Madras, where he is said to have had an interview with Dr. Harris. A correspondent of the *Madras Mail* said that he had travelled with Mr. Broughton bound for Ceylon by one of the P. and O. steamers. This statement has not been confirmed. If Mr. Broughton really went to Ceylon, the P. and O. Company's books should show that there was such a passenger at such a time; the hotel books at Galle should show that a gentleman of the name of Broughton resided or had refreshments in them. None of this evidence is forthcoming, because no one has taken the trouble of ascertaining if there is any such evidence. The Government of India has not spent one pie to ascertain the fate of this renowned Englishman—renowned for the services he rendered in the cause of science. There must be, and should be found, some clue to the accident or maltreatment which befel Mr. Broughton, and it is the duty of the Government to institute the most searching enquiries."

THE morning after the division on the vote of credit, the *Times*, seeing at last what was the real bent of public opinion, severely blamed the Opposition for not giving the Government a generous support. The *Daily News*, on the other hand, more true to its colours, denounced Lord Hartington and those who acted with him "for something that looks very like the sudden desertion of a party by those who had undertaken to lead it in the maintenance of a great principle." Almost the best speech in the debate, to our thinking, was that of Mr. Torrens, a consistent Liberal but a true patriot, who said:—

I own I am one of those who cannot conceal from himself a feeling of weariness that these proceedings should have assumed so much of a party character. (Cheers.) I differ from the right hon. gentlemen the member for the City of London as to the way in which he asks the House to consider our dilemma, for dilemma it certainly is. Let me call the attention of the House to the state of facts. In my judgment it is not the duty of the House to decide upon the accuracy, the discrimination, the fidelity, and the appropriety of language as between our own ambassador, placed in a situation of most tremendous peril and difficulty, and that of a foreign ambassador at our Court. (Hear, hear.) I make no imputations, but I am bound to remember facts. I am bound to remember that that foreign ambassador is an ambassador who, when Kiva was invaded, thought himself justified in going to Lord Granville, and giving him the assurance of his Government that they did not intend to appropriate that territory. (Ministerial cheers.) So much for the historical accuracy that we are now asked implicitly to rely upon. But there is a far more serious question for the House of Commons to consider to-night. It is not in my judgment a mere alternative between whether Count Schouvaloff is correct, or whether Mr. Layard's telegram is correct. There is a worse and third alternative behind. It may be true that both those communications are true, and that would be the worst of all. If at the present moment we understand from the Government that they are uninformed of the terms and details agreed upon between the plenipotentiaries —that they are still in the dark as to what has been agreed upon—if it be true that Prince Gortschakoff has justified Count Schouvaloff in saying what he has said, a fortiori it is peculiar for the hope and in this country if, consistently with an armistice, Constantinople is about to be occupied. (Hear, hear.) If that be true, let me tell the Chancellor of the Exchequer what I have never said before, that whatever the consequences may be, whatever the risk may be, and of the safety may be, there are gentlemen on these benches, thank God, who, regardless of party, will certainly vote, not six millions to the Government or to the Queen, but twenty-six millions. (*Loud* cheers.)

Vanity Fair is responsible for the following nonsense:—"The greatest alarm exists among the Government and officials of India as to the very critical and, as some hold, the desperate state of affairs in that country; arising out of the loss of credit and respect attaching to Great Britain from her abandonment of Turkey and the consequent abdication of her position as a leading Asiatic Power. A letter from a high Indian official has reached London during the present week, in which the following passage occurs:—"My wife had arranged to join me in May next with two children, but until things are more settled I do not like her to come out. If any European troops are withdrawn from India we shall have a row out here. There is a very unsettled feeling among the natives of all classes. A feather shows which way the wind blows, and more than one feather has attracted my attention." Commenting on this, a well-known Indian soldier and administrator remarks, "Depend upon it, England is on the verge of a very serious crisis—but who cares?"

THE *Army and Navy Gazette*:—Lord G. Hamilton really presumed on the ignorance of the House of Commons rather unwarrantably the other night when—replying to Mr. Chaplin's question respecting the dismissal of Mr. Oliphant, the Private Secretary of Sir Salar Jung, Minister of Hyderabad—he stated that gentleman had been dismissed under the provisions of a treaty made between the British and the Nizam in 1798, according to a clause of which the Nizam agreed not to engage Europeans "in the service of the State" without the consent of the British. The treaty was made expressly to break up the French corps in the Nizam's service, specially named in the same article, and the very words of the clause prevent its application to such a case as that of Mr. Oliphant, who was not in the service of "the State" at all. Lord George Hamilton would be rather surprised if the Nizam's Government insisted on the execution and observance of other clauses in the treaty—that is, if they were strong enough to do so. It seems very singular that the whole aim and object of the Indian Government seems to be to irritate and disgust the man for whom a few years ago they had no words too flattering and no honours too great, and whom they twice forced on the reluctant Sovereign who was anxious to get rid of him. In order to justify themselves, the advocates of the present curious and fortuous policy should do something more than "hint their doubts" and "hesitate dislikes," or go about buzzing stories of "secret foundries for cannon" and "mischievous designs." If they know of these things, let them speak out and prove them.

THE *Cologne Gazette* is informed from Moscow that the Commission for the organization of the conquered parts of Armenia has terminated its labours. The male population of the whole territory, including the not yet conquered districts of Erzeroum, Van, and Batoum, amounts to 610,744—180,188 Armenians, 207,049 Kurds, 189,250 Turks, 25,098 Kistlbashas, and 2,000 Tartars. Armenia is to be divided into two governments, and six districts—Tshaldir, Bayazid, Van, Mush, Erivan, and Kars. The districts are fertile, and the Commissioners believe that the receipts from them will, after deducting the expenses of administration, yield a net profit of 3,000,000 roubles.

A WHITE elephant belonging to the King of Siam having recently died, it was buried with the highest funeral honours, one hundred Buddhist priests officiating at the ceremony, the body being conveyed to its last resting place accompanied by a procession of thirty State barges. Elephants are held in the same veneration in Siam as cows are in India, the ground for both being that they are so useful.

MR. WILSON'S BENEFIT AT THE CIRCUS.

WE have never seen such a magnificent assemblage of spectators at a public performance as that which was gathered in the Circus pavilion last night to do honour to Mr. Wilson, the proprietor of the Circus. The sight, with the thousands of natives, whose dresses were richer in variety of colour than a rainbow, was something to be remembered. We were glad to see such a splendid house, because Mr. Wilson has by his charity as much as by his enterprise as a caterer for amusements, made himself a general favourite. The performance was full of fun and excitement, and the enthusiasm of the spectators was unbounded. We never knew a performance go off with so much "gee." Sir Richard Temple was present, and on his entrance was loudly cheered. He seemed to be delighted with the entertainment as he sat out the whole of the long programme, which was not finished until midnight.

MR. FAIRCLOUGH'S RICHARD III.

IT may be said equally of all Shakespeare's great characters, that they are so full of subtleties, indiosyncrasies, and apparent anomalies, as to be impossible of portrayal on the stage, without a dissatisfied feeling on the part of the beholder, by any except the one or two histrionic geniuses who from time to time in a century fully appear, like meteors, across the dramatic horizon. That we have here in India at present among us such a genius in the person of Mr. Fairclough, we do not think any one can deny who last night witnessed "Richard III." in the Grant Road Theatre. The character of "Richard III." is one altogether different from any of those we have seen Mr. Fairclough render during his short visit to Bombay. The diabolical finesse of his Iago, the poetical melancholy of his Hamlet, the diplomatic *suaviter in modo* of his Richelieu, and the lion-hearted honesty of his Othello, have each and all their particular admirers. But to our thinking the marvellous manner in which he shifts and adapts himself to the changeful passions of the cunning, cruel, malicious, ambitious, and lecherous, yet politic and warrior-souled Richard, surpasses anything we have ever seen, with the single exception of the world-renowned Salvini, and of him we would say that he is in Italian what Fairclough is in English.

We are not at a loss to say which scene in Mr. Fairclough's Richard III. we prefer the most. The extraordinary one in which Richard woos Lady Anne is very fine, and contains many points that strike us as being new and thoroughly original. His dialogues with Lord Stanley are full of an easy courtly grace, the effect of which is heightened by his fire in the more tragic passages. His self communion, in which he criticises his own figure, is admirable in the expression of scornful disdain he shows for his deformity, and the mild and 40s. a ton in the eastern seas, which I believe will be malignant scowl with which he contemplates other men think of him. On a par is the display of the different passions called forth in his scenes with Buckingham, and that when he hears of Richmond's invasion. And when at last the darker shades of Richard's character disappear from view, and nothing but his warrior-spirit blazes forth, the lovingly attitude of chivalric gallantry during with which Mr. Fairclough utters the words—

"Richard's himself again,"

is sufficient to make his name famous in any country where histrionic genius is understood and appreciated.

Of Miss May we can safely say that she made a very charming Lady Anne, considering her short experience of tragedy; and the subordinate characters were also to well executed as to make the pieces a complete success. Mr. Fairclough plays Richard III. again to-night, when His Excellency the Governor has intimated his intention to be present.

DIVINE SERVICE.

METHODIST EPISCOPAL CHURCH.

PUBLIC SERVICE will be held at the following places during the coming week:—

Falkland Road Hall, Byculla; No 2, Dean Lane, Fort; and Mazagon, on Sunday, 11 a.m. and 6 p.m.; Monday, 7-30 p. m., Thursday, 7-30 p.m. All persons are cordially invited.

THE OVERLAND MAIL CONTRACT.

A PUBLIC MEETING was held in the Town Hall yesterday afternoon for the purpose of adopting a memorial to the Postmaster General of England, praying that the next Overland Mail Contract from February 1880 may be decided by tender which, in order to secure the freest possible competition should be asked for at once. There was a good attendance, but not so large as might have been expected. Amongst those present were—the Hon. W. Lang, Mr. Donald Graham, Mr. C. Macdonald, Mr. M. Mowat, Mr. Kittredge, Mr. J. K. Bythell, Mr. J. M. Maclean, Mr. Winter, Mr. Gordon, Mr. G. Geary, Mr. Moore, Sir Jamsetjee Jeejeebhoy, Mr. Nanabhoy Byramjee Jeejeebhoy, Mr. Raghunath Narayen Khote, Mr. Pherozesha M. Mehta, Mr. Shantaram Narayen, Mr. Vurjeewandas Madhowdas, &c., &c.

On the motion of Mr. Vurjeewandas Madhowdas, seconded by Mr. Sorabjee Framjee, the Hon. W. Lang, Chairman of the Chamber of Commerce, was voted to the Chair.

The Chairman said—Gentlemen, you are all aware of the object for which we have met here to-day, and I am glad to see assembled so numerous a body of the citizens of this town, representing, I believe, all classes of the community. As the gentlemen who have undertaken to propose and support the memorial which is before you, and which will presently be submitted for your adoption will no doubt enter fully into the details of the subject, I think it is unnecessary for me to occupy the time of the meeting to any similar occasion I would remind you that we last met together in this Hall for a similar object in 1874. On that occasion we felt called upon to protest against an arrangement which had been concluded between the Postmaster General and the P. and O. Company, by which the exclusive right for the valuable concession sought by the Company of running their steamers through the Suez Canal. The contract time for the conveyance of the Indian mails had only been reduced 24 hours, when much more than that might and ought to have been secured for India. That arrangement was a most discreditable one to the Home Government, and it is necessary to appreciate that it was so, or it might be thought by some that we had been in such a hurry for a contract to commence from 1880 be increased to the extent which is mentioned in the memorial, we are demanding too great an increase over the present contract rates; but I think that if we in India only expect, as we do, that two months shall be the average of the mails between Bombay and Brindisi in 16 days, we are in no way over-estimating the subsequent improvement in steamers and machinery in asking that from 1880 the mails should be conveyed from Bombay to London in 16 days. When the contract last came on for renewal, a two days' reduction between the Home Government and Company had been conducted so much in advance of the possibility of expression of public opinion on this subject that the matter was hardly discussed; the question in the present position of the contract is most desirable, in order that the authorities may be fully aware that the subject is one in which the inhabitants of this town take a great interest, and that they may feel that public opinion on the subject has been thoroughly aroused and that we may know what we consider we have a right to demand, and our reason for asking it. You will have observed that the matter was taken in hand some time ago by the Chamber of Commerce, and that official intimation has been received that notice has been given by the Postmaster General to the P. and O. Company of the termination of the present contract in 1880. From more recent communication which the Chamber of Commerce has had with the Indian authorities here, we have every reason to think that the whole subject is engaging the attention of the chief postal authorities in Calcutta, especially the question of the necessity of continuing or not the Southampton line, the Chamber of Commerce having been especially asked for their opinion on that point. The Chamber of Commerce also sought the co-operation of the Chambers of Calcutta and Madras in any representation which it might be considered desirable to make; but as I think I may report of the proceedings at the meeting at Calcutta they seem on that side to have a fainter appreciation of the benefits to be derived from an accelerated mail service than we have. They advocate also the maintenance of a direct line to some port in England and have a number of fast cargo steamers leaving direct from the principal ports in India for England are rarely increasing, I cannot see on what grounds the maintenance of a specially subsidized line to England can be upheld. I think this side 15 tons should be allowed in order to attain a speed of 12½ knots; and the total extra cost of coal necessary to attain the rate of speed laid down in the memorial will be, we believe, £35,000 a year, which added to £130,000 the present contract rate, would be required to give us a service which would carry our mails through in 16 days. But it is not fair to base the calculation upon the rate we are now paying. The rate we are now paying is 50 per cent. more than we were paying 10 years ago, when everything was more disadvantageous to steamers; and I think it but fair that we should reduce that rate, and base our calculations on the former rate of 4s. 6d. per mile. In confirmation of this, I may recall to you a speech of Mr. William Rathbone, one of the best authorities in the House of Commons on these subjects, in which he said that the postal rate paid to the P. and O. Co. would be quite pay the whole expenses of any well-managed and well-regulated company. Basing the calculation on a rate of 4s. 6d. per mile, the expense would be £90,000 for the steam line between Brindisi and Bombay, plus £35,000 for extra coal, a total of £125,000. Then, gentlemen, what do we get from postage? This, I am sorry to say, I am only able to estimate; it is impossible for me to obtain information here; but I find that whereas the postage in 1856 was £130,000 out of £430,000, so that within the intervening time the revenue from the postal service had increased from £175,000 to £300,000. Now, allowing £50,000 of that the China mail, we have £250,000 as the revenue from the Indian Postal Service; and I have shown you, or tried to show you, that the service should be carried out at an expenditure of £125,000. That is, if this contract should be made, we can have a special fast mail service between Brindisi and Bombay for £125,000, and our postal rate can be reduced by one half. But in case we take in China, what will the expense be then? The voyage from Aden to Galle is 2 days and 3 hours longer than the voyage from Aden to Bombay, and the railway journey from Bombay to Calcutta is only 2 days and 10 hours. Therefore, the mail, if brought by sea to Bombay, can be laid down in Calcutta within 8 hours of the time it can be laid down in Galle; and it is anticipated, that the Bengal Chamber of Commerce succeeded in getting a quicker train through to carry the mails it can probably be laid down in Calcutta in about the same time as at Galle. Then, a steamer between Calcutta and China can be carried on at a tithe of the expense that is required between China and Galle, because at the latter port steamers cannot get freight and coal is dear; and between China and Calcutta there is the advantage of a large trade which will give the opportunity for the lowest rate for postal service. There is also the advantage of getting at Calcutta very cheap coal, while at Galle coal is very dear. I calculate that whereas the China mail now costs us £167,000 it could be carried at the same rate, via Bombay and Calcutta, for £73,000; allowing for the price of coal, for £63,000, and reducing the rate per mile from 6s. 7d. to 4s. 6d., for £40,000 in round numbers. And this to the £125,000 from Brindisi to Bombay, and we have the through service for £165,000 a year and excepting Japan, we shall have for that sum everything, so far as postal services are concerned, which we get now for £430,000. Then, gentlemen, another point which we have laid stress upon in the memorial, and which I think you will all agree with, is that in order to get the best service at the lowest rate, we must have the contract open to free competition. This is what we have never had before. I find from the blue book, but that the tenderers be requested to state also terms in each case for higher rates of speed of not less than one additional half mile per hour." They were not satisfied with 10 knots then, but considered that they should ask for a higher rate. This representation, however, was entirely disregarded by the authorities at home, and they cut down the speed to 9¼ knots, and barely that for the contract time between Bombay and Brindisi is 422 hours, and after allowing for 16 hours' stoppage in Egypt and 6 hours at Aden, you have barely 9¼ knots an hour. But you may say, what is the contract rate? don't we pay less? No, gentlemen, we pay 50 per cent. more now than we did formerly for a higher rate of speed. The contract price up to 1867 was 4s. 6d. per mile; and notwithstanding that now 9½ tons of coal will do the same amount of work that 60 tons would 25 years ago, when the rate of speed was 10 knots, and notwithstanding that expenses have been decreased by the opening of the Suez Canal, and that steamers now go full of cargo where before they carried only specie and passengers,—notwithstanding all these advantages, and although the rate of speed is decreased by half a knot an hour, we have paid from 1867, or rather from the beginning of 1868, when the present contract came into force 6s.7d. per mile as compared to the previous rate of 4s. 6d. per mile. Now, gentlemen, one point in the memorial which has been placed in your hands is that we require to have a special postal service between Bombay and Brindisi, and that no other service should interfere with it in any way. We believe that commerce will take care of itself: that if the time ever was when it was necessary that the postal service of the country should be taxed in order to keep up a steam line on political grounds, that time has now passed. What, gentlemen, has given the British nation the advantage of the splendid Atlantic fleets? When, since the Suez Canal was opened, has given to China its regular lines of steamers, of which one, the Glen Line, makes its passages in an average of 45 days, and some passages as quick as 39 days, as compared to the P. and O.'s contract speed of 56 days? Was a grant of the Calcutta people their regular lines, of which the City line gives an average of 33 days, with an occasional passage of 30 days, against the P. and O.'s contract speed of 38 days? What gave the whole East the large fleets of steamers now found in every port, and on every sea? Is it the Government subsidy that has done all this? No, gentlemen, it is owing simply to trade and competition. And the experience of the East has confirmed the experience of the West, for the Cunard and other companies have undertaken to propose to support the memorial which is before you, and which will presently be submitted for your adoption will no doubt enter fully into the details of the subject, I think it is unnecessary for me to occupy the time of the meeting to any similar occasion I would remind you that we last met together in this Hall for a similar object in 1874. On that occasion we felt called upon to protest against an arrangement which had been concluded between the Postmaster General and the P. and O. Company, by which the exclusive right for the valuable concession sought by the Company of running their steamers through the Suez Canal. The contract time for the conveyance of the Indian mails had only been reduced 24 hours, when much more than that might and ought to have been secured for India. 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Then, gentlemen, another point which we have laid stress upon in the memorial, and which I think you will all agree with, is that in order to get the best service at the lowest rate, we must have the contract open to free competition. This is what we have never had before. I find from the blue book, but

ments of the postal service, with regard to the old contracts of the P. and O. Company, the following:—"The Admiralty advertised in April 1840 for tenders to be sent on the 19th of May to undertake the service in September with vessels of 400 horse power when there were but five vessels of 400 horse power in existence. Urgent application to postpone the decision a month was refused, and on the 19th May the contracts were obtained for the P. and O. Company on their own terms." How was it again in 1867, when the present contract was made? The advertisement was given out in March for tenders to be sent in September, and parties were to be ready on the 1st February 1868 to undertake a complicated mail service throughout the East. After the tenders were sent in in September, it was necessary that they should be passed by the postal authorities, and then by the Treasury department, and next by the House of Commons. After waiting for all this, could any company be expected to put on a line of steamers throughout the East and have them worked by February 1880? The truth is, we have never had any competition whatever; it has been a matter of bargain between the P. and O. Company and the Post Office authorities, and the P. and O. Company, have been too much altogether for the Post Office. The P. and O. directors have only done their duty, as they were bound to do in getting the best contracts in their power: but they have made contracts which are most damaging to us, and which the postal authorities had no right to enter into. Now, gentlemen, we wish this time to have fair play, and while we give due credit to the P. and O. Company for what they have done, it is necessary, if we would get the best contract at the lowest rate, that we maintain a position of neutrality. We cannot favour the P. and O. Co. as it has been favoured before without paying for it very dearly. They have certainly done their work well; but they have been paid well. They have received from Government, or will have received before 1880, a sum considerably, exceeding 12 millions sterling. The subsidy paid them was so large that up to 67 they paid never less than 7 per cent. dividends and for more than six years 10 per cent. paid nearly 11 per cent., and since 1867 they have had their subsidy increased by 50 per cent. We should insist on the postal authorities entering into negociations for this new contract without any prejudice for the P. and O. Company. I find they still insist that they must have a preferences. The Chairman, at the last meeting, said: "We have, however, some claims. We claim during a period of 38 years to have performed the duties for the Government of the Post Office as well as Parliament." And he added further: "In this new contract we shall have the Post Office within us." I think, gentlemen, that we should adopt with unanimity that clause of the memorial which asks of Government that in this coming contract there should be no favouritism shown. It is not necessary, and it is not fair. It is not necessary, because if the P. and O. Company, after 40 years of Government assistance, cannot compete on equal terms with other companies, it is a sad comment on the effect of Government subsidies. It is not fair to other companies the favoured company is enabled by means of the Government assistance to compete on unequal terms for the Government contract. I think you will all approve of the clause in the memorial praying that in the coming contract there should be absolute fair play given and shown. Now, gentlemen, I have but one more word to say to you, and that is with regard to the benefits of increased speed in the postal service. I know that a great many say it will make no difference whatever whether our mails come in 20 days, in 18 days, or in 16 days; but I do not agree with them. I believe that increased speed means something for the practical and material benefit of the country; I think it tends the country's best interests; increased speed means increased activity, increased energy, increased enterprise, increased intelligence. The increased speed of a steamer means that the steamer shall make more money, that the passengers shall do more, that the cargo shall earn more; that all the money expended and all the labour devoted to commerce will bring larger returns. Just as certain as that increased circulation of blood in the human body gives increased life and vigour, so does increased speed in postal and commercial communication add to the life and vigour of the world. [Applause.]

Sir Jamsetjee Jejeebhoy remarked that after what had been said by the previous speaker, and knowing that there were other gentlemen to follow him in support of the motion which had been so ably proposed, he should not detain the meeting with any lengthened remarks. He would, however, because there were others present who were more intimately acquainted with the subject than he was. In 1874 a large and influential meeting was held in that place to protest against the revision of the Indian mail contract which was then under consideration by the Home Government, because that contract did not stipulate for the regular conveyance of the mails between Brindisi and Bombay in 16 days. The result of the efforts made by that meeting, by the Bengal people, and by the Bombay people was, that we got more expeditious delivery of their letters fell short of their demands, and the only concession made was a difference of 24 hours in the delivery of the Brindisi mail, that was, the contract time for the mails from Brindisi was reduced from 12 to 10 days. It now seemed to be universally admitted that even this modified rate of travelling was much in excess of what was necessary, for the mails more frequently than otherwise arrived much below the contract time. As the contract would terminate in two years, it was not too much to expect, considering the improvements which had been made in recent years in machinery and the large fleet of fine steamers which had commenced running between England and this country, and since the Suez Canal was opened, that by throwing this contract open to competition, they should without difficulty get an express mail service between England and this country, which by increased speed and shorter detentions on the way would not occupy more than 16 days for the conveyance of the mails. [Applause.] With these remarks he had great pleasure in seconding the resolution which had been put to the meeting. [Applause.]

Mr. Donald Graham:—I would like, with your leave, to say a few words on this subject, but only on one point, viz., that of the proposed rate of speed. The other points in the memorial have been fully and clearly discussed by Mr. Kittredge, besides they are substantially the same as those sent in by the Bombay Chamber of Commerce in their letter which, I think, originated this discussion. As far as I have noticed the criticism they have received there seems to be no very material differences of opinion regarding them. As regards the speed of 9 knots, I have recommended a rate of 13 knots on this side of Suez and 15 knots on the other side. This is somewhat modified in the present memorial, but not as, I understand, from any disbelief in the practicability of the rates named, but rather because of the more suitable time for arrival and departure. The memorial proposes to allow 16 days between Bombay and London, leaving each place on Friday evening. Taking the homeward journey, 10 days would be allowed between Bombay and Brindisi. If allowing 6 hours for delay at Aden and adding for the difference in longitude, gives 237 hours, or running a speed of 12·54 knots, the distance being 2,972. The mail would thus arrive at Suez on the second evening. Moonlight, and allowing for necessary delays, would be able to leave Alexandria by midday on the Tuesday. As the London train would have to leave Brindisi on Friday morning this would allow a full day for the passage through the Mediterranean after

out of his wages a sum not exceeding the amount of two days' pay; and in addition, for every 24 hours' absence, either a sum not exceeding six days' pay, or any expenses which have been properly incurred in hiring a substitute."

We have reports of 15 cases of seamen charged with this offence in the above stated period. The punishments are as follow:—

Imprisonment for	one week and less	in	11 cases.
,,	two	,,	3
,,	three	,,	1
Total...			15 cases,

and in no case is any fine or forfeiture enforced in addition.

Your petitioners earnestly believe that due consideration of the above statistics will prove the decided tendency we have noticed on the part of the Bombay Magistrates to pass very lenient sentences on seamen convicted of insubordinate offences under the Merchant Shipping Act. The constant occurrence of trials of seamen for refusing obedience to lawful commands in Bombay is in itself a collateral proof that the sentences passed upon them do not prove deterrent. We submit that this offence is a very bad one, and one of a very mutinous description, and deserving of severe punishment; as a seaman who refuses to obey the lawful commands of his master, sets the authority of the latter at nought, and shows an utter contempt of him, which is likely to have a most demoralising effect on the rest of the crew. In most instances these cases of wilful disobedience are without any excuse; when they occur at sea it is in open defiance of all proper authority, and when they occur in harbour it is merely from love of change, or a desire to get the higher wages out of the port. In any case we consider that the punishments awarded as a general rule in Bombay are insufficient.

That the worse offence of "continued wilful disobedience of lawful commands" is treated in even a more lenient manner than the last. Seamen in Bombay convicted of this offence rarely get more than two weeks in prison. The trouble and annoyance and probable expense to the master, and the pernicious example set to other seamen by this uncalled for exhibition of stubborn lawlessness, seems rarely to be taken into consideration in passing sentence. We believe that want of familiarity with the law, affecting the relations between masters and seamen, may to some extent account for what we complain of, as the following cases tend to prove.

That the punishment awarded to a seaman by the Merchant Shipping Act for assaulting his master or any mate as stated above, the law does not permit of a fine in such cases, nor does it allow of more than twelve weeks' imprisonment. To four cases under this head we beg your Excellency's particular attention.

On August 21st, 1876, Peter Bell, seaman of British ship Louisa, convicted of assaulting F. Harry, the master of that ship, was sentenced to *four* months' imprisonment.

On May 14th, 1877, Thomas O'Neil, seaman of s.s. Hutton, was convicted of assaulting G. Hislop, the 3rd mate of that ship, and sentenced to pay *a fine of* 15 *rupees*, or in default to 3 weeks' imprisonment.

On May 18th, 1877, William Murphy, seaman of British ship Ellen Bates, was convicted of assaulting John Gifford, the 1st mate of that ship, and sentenced to pay *a fine of 5 rupees*, or in default to imprisonment for two weeks.

On February 13th, 1878, Thomas Williams, seaman of British ship Shakespeare, was convicted of assaulting Captain McGregor, of that vessel, and sentenced to pay a *fine of* 10 *rupees*, or in default to 20 days' imprisonment.

Your petitioners represent that in these four cases the Magistrate who tried them, Mr. Nana Morojee, has evinced a most reprehensible ignorance or disregard of the law; the punishment in one case having been four weeks in *excess* of the limit prescribed by law, and in three cases having fallen most ostensibly short of it; in fact, if seamen are only punished by a paltry fine for assaulting the masters or officers of their ships, we reiterate that our authority is a mere farce. For conduct of so grossly insubordinate a nature, we think justice demands a *severe* punishment, although not one outside of the law. But besides the four cases above-mentioned, we have eleven others to consider, and in only one did a seaman receive ten weeks' imprisonment. In the other ten cases the sentence varies from one to six weeks' imprisonment, making an average considerably below *half* the limit allowed by law.

That only to *fine* a seaman for an assault on his master, or superior officer, is to place him on an equality with them, and we protest most strongly against such a proceeding, both as being *illegal* and most pernicious in its effects. Such sentences soon get spread about among seamen, and if they believe that in Bombay they are only likely to be fined for assaulting their masters or officers, they will not be slow in taking advantage of it.

That being absent without leave seems also to be treated very indifferently by Bombay Magistrates. As a matter of fact, it is a serious offence, and one it is most necessary to put a stop to, in order to preserve discipline. We put up with dozens of cases of this sort, which Magistrates do not hear of, and when at last we have to appeal to them, we think one week's imprisonment without any forfeit of wages but a *very* lenient sentence: yet such is the punishment in eleven cases out of fifteen shown above, and the heaviest is three weeks in jail.

That your petitioners, taking the cases above quoted as a fair average sample of the punishments awarded to refractory seamen in Bombay, humbly represent to your Excellency that continued lenience on the part of Magistrates administering the law in such cases, may be carried to an extent that will foster a spirit of insubordination and contempt of proper authority in the whole of the merchant seamen coming into this port: and we pray that Magistrates may be warned of this, and that in future we may receive more equitable support from the law, in cases which particularly affect the maintenance of proper discipline. And it appears to us that Mr. Nana Morojee is not a competent person to be administrator of laws which he has not taken the trouble to learn, and that he is not likely to do justice to a master of a merchant ship when he thinks so little of his (the master's) position and authority, as to consider a fine a sufficient punishment for a seaman who has the daring insolence and determined insubordination to assault him. We earnestly believe that if more severe and simply just sentences were passed upon seamen guilty of insubordinate conduct, they would prove deterrent; and such men would learn to think better of uselessly and aimlessly defying our authority, and endeavouring to give us trouble and uneasiness, as they so often do now. It is to the same class of men to whom Bombay Magistrates evince so much lenience that we owe the fearful mutinies and murders that *have* occurred; and to keep clear of such horrors in the future, the seamen must be made to understand that he is *not* as good as his master, and that he *must* submit to proper discipline.

That this petition expresses the opinions and feelings of master mariners generally. As we are constantly coming and going it is difficult to find time to get together materials for, and to draw up a memorial in the proper form; still more difficult is it for us to see that our appeals for justice are noticed.

Therefore your petitioners pray that your Excellency will take this into consideration, and will excuse all imperfections in our address, and will, as a matter of justice, enquire into the cases we have brought to your notice; also that the results of our petition may be notified to Lieutenant Brebner, the Shipping Master, to whom we have appealed in these matters; but we are informed that he is unable to deal with cases of a judicial nature.

That some time since the gross injustice done to a master mariner by a magistrate in London, in the trial of a case of refusal of duty by a seaman, was the subject of a highly influential deputation to the Prime Minister of England, resolved upon at meetings at the "Jerusalem," which are not soon to be forgotten. The administration of the law by Mr. Nana Morojee in cases of assault by seamen on their masters and officers is paving the way for similar demonstrations here; but we believe that this petition to your Excellency will render such proceedings unnecessary.

And your petitioners, as in duty bound, will ever pray, &c., &c.,

CHARLES J. MARSTEN, Ship Middlesex.
TITUS EVANS, S. S. Ben Voirlich.
JOHN K. KIDNER, S. S. Ben Venue.
JOHN N. TRAIL, S. S. Romulus.

Bombay, Feb. 26.

The above memorial is in the care of Captain Clark, Marine Surveyor, at Messrs. W. Nicol & Co.'s Office, awaiting signatures. Masters of vessels are requested to sign without delay.

LOSS OF THE STEAMER ZERO.

INFORMATION was received on the 6th February by Messrs. John Glynn and Sons of the wreck of their steamer Zero on the Island of Majorca, four miles S. W. of Colon. The disaster happened at 5 a.m. on the 5th idem. The telegram further states that the steamer was lying on the rocks, the forefoot being crushed, and the forepart of the vessel level with the sea, while the stern was 12 feet under water. The captain and crew were saved, and arrived at Palma to obtain assistance. The Zero was a comparatively new steamer, being constructed at Glasgow in 1874. Her gross register was 1,196 tons, and she was classed 100 A.1. At the time of the casualty she was on a voyage from Palermo to Liverpool, with a valuable cargo of general merchandise. It is estimated that the loss by the vessel and cargo will be between £60,000 and £70,000, a great portion of which will fall on London, Liverpool, and Glasgow offices.

A BUNGLING EXECUTION.

Two Singhalese sentenced to death for wilful murder at the last sessions in Colombo were executed on the 13th ult. The first prisoner, a carter, aged 20 years, pleaded guilty to having murdered one of the prison warders by striking him with a spade whilst at work very near the field in which the culprit on the 13th ult. expiated his crime. The other convict was a coolly, aged 39, who had been condemned for having murdered his sweetheart by stabbing her. Both men acknowledged their guilt and expressed their penitence. The younger man, who was a Roman Catholic, had received the spiritual ministrations of a Portuguese priest, while one of three Buddhist priests who had only now arrived on the scene pronounced "Pirit" over the other, as, arms crossed over his chest, and head nearly touching the ground, he threw himself at the feet of the representative of his religious faith. This solemn ceremony over, the men were conducted to the top of the scaffold, where the agonies of their position appeared to be prolonged by the unnecessary delay arising from pinioning them with ropes. The Buddhist priests did not accompany them in the cart to the scaffold, but the Catholic priest stood at the top of the steps pronouncing the Burial Service, at the usual part of which the drop fell, and the two men, it was supposed, were swiftly swung into eternity. Unfortunately, however, the ropes used by the native executioners were not adapted for their present purpose; they had been arranged for a five foot drop, and it was anticipated that the feet of the men would be 2 ft. 6. from the ground. But the sudden strain on the ropes made them stretch considerably, and both the men's feet rested on the flooring. In the case of the Christian death supervened almost immediately, his neck being dislocated, but the other poor wretch straggled hard before life was extinct, and the lookers on witnessed the painful exhibition of the two bodies being raised in the arms of the two native executioners whilst the ropes were shortened. It is impossible to say who can be held responsible for so shocking an occurrence.

BOMBAY.

ELPHINSTONE CHAPEL.—The Holy Communion will be celebrated in this chapel, as usual, at 7.30 a.m., on Quinquagesima Sunday.

THE TOWN COUNCIL.—Owing to pressure upon our space, we are reluctantly compelled to hold over our report of the business disposed of at the Town Council meeting yesterday.

A BARRISTER-JUDGE.—Yesterday, at the High Court, before the Chief Justice and the Hon'ble Mr. Justice Bayley, who were sitting together to hear appeals, Mr. N. Spencer, Second Judge, Small Causes Court, was sworn an advocate of the High Court.

A LECTURE on Professor Bell's telephone will be delivered by the Rev. D. Mackichan, of the Free Church Mission, in the course of a few days. It is hoped to illustrate the working of the instrument by establishing communication with some distant point. When arrangements have been made, the time and place of lecture will be intimated.

NEW TOWER OF SILENCE.—The departure of Parsees to Nowsaree to witness the ceremony on the 8th instant of consecrating the new Tower of Silence, which Mr. Tata has built there, has already commenced. Mr. Byramjee Jeejeebhoy, C.S.I., Mr. Dinshaw Manockjee Petit, and Mr. Nusserwanjee Manockjee Petit proceed to Nowsaree to-morrow morning.

BOMBAY BAPTIST CHURCH.—The *Anniversary Services* will be held in the chapel, Bellasis Road, Byculla, on Sunday next, the 3rd instant, at 11 a.m. and 6 p.m. The Rev. J. Gelson Gregson, of Agra, will preach on both occasions and there will be a special collection after each service. The *Anniversary Soirée* will be held in the same place on Monday evening, the 4th instant, beginning at half-past seven o'clock, when Mr. Gregson will preside. Tickets, one rupee each, at the doors.

A DISHONEST SERVANT.—A Mahomedan named Abdoola Beacom was yesterday sentenced by Mr. W. Webb to eighteen months' rigorous imprisonment, on being convicted of stealing currency notes to the value of Rs. 1,290, belonging to Abdool Hajee Assum, the master of the prisoner.

COMMITTED TO THE SESSIONS.—Yesterday, at the Girgaum Police Court, a Hindoo woman was committed by the Hon. Mr. Dosabhoy Framjee, to take her trial at the next Criminal Sessions of the High Court, on a charge of attempted murder, by wilfully administering a poisonous substance to Vishram Harry on the 31st January last.

FATAL ACCIDENT.—A Coroner's inquest was held on Thursday at Cruickshank Road on view of the body of a cart driver who was in the employ of the Municipal Health Department. On that morning, while driving along the above road, he accidentally fell off his cart when one of the wheels passed over his head, causing his death a few minutes after. A verdict of accidental death was recorded.

RUN OVER.—A coroner's inquest was held yesterday at Upper Mahim on view of the body of Janoo Seedoo. Deceased was an old man, who, on the evening previous, was passing along the Bandora Causeway, when a bullock cart, driven at a furious pace, came behind him and knocked him down. It is supposed that one of the wheels of the cart passed over the deceased, which caused almost instantaneous death. The driver of the cart proceeded on, and by the time the police were informed of the matter, the driver and his cart were not to be found. The following verdict was recorded, "That the death of Janoo Seedoo was caused by injuries received in having been run over by a bullock cart by a person to the jurors unknown, under such circumstances that the act of such person was rash and negligent, but not amounting to culpable homicide."

THE CASE OF FORGERY.—Edward Jones *vs.* Shapoorjee Eduljee and Framjee Rustomjee was called on for hearing yesterday at the Fort Police Court before Mr. W. Webb. The first defendant stood charged with forgery, and the second with the abetment of forgery. The first defendant was not present as the summons on him was not served; the second defendant was present, and represented by Mr. Rimington (of Messrs. Rimington, Hore, and Langley), the prosecutor in person. In the course of the examination of the prosecutor, he admitted that the documents alleged to be forged were put in evidence before the Insolvent Judge, when the second defendant was sentenced to two years' imprisonment, although in his information he swears differently. The Magistrate held, that as the case had been already criminally dealt with by the Insolvent Court, the accused must be discharged, which was accordingly done, and the complainant was ordered to pay Rs. 50 as compensation to the second defendant, Framjee Rustomjee.

A FRAUDULENT INSOLVENT.—On Monday last, the petition of Sakoorbhoy Futtehbhoy was heard before Mr. Justice Bayley, Mr. Wagle appearing for the insolvent, and Mr. Budrooddin, instructed by Messrs. Ardesir and Hormusji, for Messrs. Ritchie, Steuart and Co., the opposing creditors. The insolvent, prior to his insolvency, carried on business in ivory and hides, ordering goods through the local firms, including that of the opposing creditors. In his cross-examination it appeared that he had prepared his schedule in such a manner as to conceal the Court from the real state of his affairs, and he was found to have con[illegible] tion of his property. During the hearing [illegible] missioner frequently reminded the insolvent [illegible] schedule was on the face of it fraudulent, and [illegible] would be rigorously dealt with, as it was necessary to deter fraudulent insolvents from seeking the assistance of the Court with a view to defraud their creditors. The insolvent's examination not being finished at the end of the day, the matter stood over for hearing on the following day, but when it was called out again, the insolvent thought it prudent not to put in an appearance. The petition was accordingly dismissed with costs.

CRIMINAL BREACH OF TRUST.—This case, which has been pending in the Girgaum Police Court since the 7th ultimo, was brought to a close yesterday. Adarjee Jamsetjee, the station master of the G. I. P. Railway station at Sion, stood charged with criminal breach of trust as a servant of the said Company, in respect of a quantity of cocoanut oil, valued at Rs. 1-8, the property of that Company. From the evidence adduced, it appears that the accused was in the habit of supplying oil to a woman named Ann Marian, a supposed witch, residing at Sion Hill. After the close of the evidence for the prosecution, Mr. Ghandibhoy, the solicitor for the defence, addressed the Court at a considerable length, commenting upon the conflicting nature of the evidence, and urged that his client was innocent of the charge laid against him. The Magistrate, in disposing of the case, said, "I have taken great pains in this case, and have read the whole of the evidence with very great attention, as I am sure that there must be many facilities for robbing such a large Company as that of the G. I. P. Railway. In this case the chief witness is an informer. The other witnesses have given their evidence in a very contradictory manner, and the only witness who alleges that he actually saw the accused give oil to the man DeSouza is the havildar; but his subsequent conduct is utterly inconsistent with his allegation that he had seen the accused give oil to the man DeSouza. Under these circumstances the accused is discharged."

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SALES BY AUCTION.

MEHRJEE, JOHNSTON AND COMPANY.
AUCTION SALE OF 147 BAGS DAMAGED MAURITIUS SUGAR.

THIS DAY, SATURDAY, the 2nd inst. at 2 p.m., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction at the Carnac Bunder, on account and risk of the underwriters, landed ex. s. s. Arch Druid.

H M J } 147 bags Mauritius sugar (in small convenient lots).

MEHRJEE, JOHNSTON & Co.

Bombay, 2nd March 1878.

JEHANGHIER HORMUSJEE & COMPANY, No. 25, APOLLO STREET, FORT.

AUCTION SALE of a Portable Engine, Iron Chimnies, Cotton tubes and other machinery and hardware, &c., at Chinchpoogly.

Messrs. JEHANGHIER HORMUSJEE and Co. are instructed to sell by Public Auction, THIS DAY, SATURDAY, the 2nd inst. at 2 p.m., at the Manchester and Bombay Spinning and Manufacturing Company, Limited, at Chinchpoogly, the following goods, viz.:—

	cwt.	qr.	lb.
2 Iron chimnies weighing	208	3	10
2 Iron cotton tubes	34	3	4
1 Portable engine.			
1 Centrifugal pump with piping.			
6 Wall boxes.			

Lots of broken casting, roof iron, wall plates, tins, lots of deal-wood cases, &c. &c.

35 per cent. deposit will be required at the time of sale.

JEHANGHIER HORMUSJEE & Co.

Bombay, 2nd March 1878.

MENESSE AND COMPANY.

AUCTION SALE OF LANDED PROPERTY AT GIRGAUM.

THIS DAY, SATURDAY, the 2nd March at 4 P.M., Messrs. MENESSE & Co. will sell by Public Auction on the undermentioned premises on account and at the risk of the mortgagors Mudun Chrishnajee and his wife Radhabai, and by the order of the mortgagee Gaynoo Sahadoor Borker, the following landed property.

All that piece or parcel of Fazendare land or ground, together with a dwelling-house standing thereon situate without the Fort of Bombay, at the Eastern side of the Girgaum road, in the part called Khuttowry, in the sub-district of Bhooleshwar containing in measurement about 176-3-3 square yards and assessed by the Collector of Assessment under No. 318, and bounded on the east by the Fazendarees vacant ground, on the west by the public passage of the said road, on the north by the property of Dosabhoy Dinshajee Patell, and on the south by the public passage of the said road.

For further particulars and conditions of sale apply to the undersigned.

AUCTION SALE OF DAMAGED MAURITIUS SUGAR.

THIS DAY, SATURDAY, the 2nd March, at 1 P.M., Messrs. MENESSE and Co. will sell by Public Auction at Carnac Bunder on account of the underwriters ex "Arch Druid" :—

E H A—191 bags damaged Mauritius sugar.
H ,, 28 ,, ,, ,,
E A—129 ,, ,, ,,

NOTICE is hereby given, that Messrs. MENESSE and Co. will sell by Public Auction, by order of the Mortgagee and on account of the Mortgagor Hormusjee Bhicajee Kurrungia, the following properties at the respective premises in two lots on the respective days and times hereafter mentioned :—

Lot No. 1 will be sold on SATURDAY, the 16th inst. at 4 p.m.

All that piece or parcel of Fazendary ground, containing by admeasurement 203 square yards or thereabouts, together with the messuage, tenement, and dwelling-houses standing thereon (where f one house consists of two compartments and the other of one compartment,) situate on the west side of a public passage called Old Sonapore Cross Lane, in the sub-district of Bhooleshwar, and bounded as follows:—that is to say, on or towards the east by the Old Sonapore Cross Road, on or towards the west by the house of the late Pallonjee Dorabjee Mehrjee, on or towards the north by the vacant ground of Moroba Naroneeti, and on or towards the south by Old Sonapore Road, and which said premises are registered in the Books of the Collector of House Assessment under Nos. 93 and 94, and the same were formerly and are now in the occupation of Manockjee Jamsetjee Kapadia, Nusserwanjee Muncherjee Dulal, Cowasjee Dorabjee Pagdiwalla and other tenants.

Lot No. 2 will be sold on WEDNESDAY, the 20th inst. at 4 p.m.

All that piece or parcel of Government ground, with the messuage, tenement, or dwelling-house of two compartments standing thereupon, situate at and on the north side of Sonapore Road, in the sub-district of Bhooleshwar, in the Island of Bombay, admeasuring 190 square yards or thereabouts, assessed by the Collector of Assessment under No. 1, and registered by the Collector of Land Revenue under No. 1147, and bounded on or towards the east by the Girgaum or Pallow Road, on or towards the west by the house of Manockjee Nowrojee Javeri, on or towards the north by New Sonapore Road, and on or towards the south by the house of Hormusjee Shapoorjee, and which said premises were formerly and are now occupied by Cursetjee Pestonjee, Bennett and other tenants.

For further particulars and conditions of sale, application may be made at the Office of Messrs. Shapurjee and Thakurdass, Attorneys for the Mortgagee, or to the undersigned. Dated this 1st day of March 1878.

FOR SALE,
A grand piano by John Broadwood and Sons. Apply to
MENESSE & Co.

Bombay, 2nd March 1878.

BENNETT AND COMPANY.
No. 4, FORBES STREET.

Messrs. BENNETT and Co. are instructed to sell by private sale at a tent opposite the old Bombay Club, a choice and valuable lot of real Japanese bronzes and porcelain ware.

The same is now on view at the abovementioned place. An inspection is invited.

WEEKLY SALE.

THIS DAY, SATURDAY, the 2nd instant, Messrs. BENNETT and Co., will sell by Public Auction at their rooms, a large quantity of grey and coloured piece goods, &c. On account of the concerned—

About 372 dozen stockings.

AT 1 P.M.

One English-built small phaeton.

To be sold by Messrs. BENETT & Co. THIS DAY, SATURDAY, the 2nd of March, at their rooms 5-ton center board cutter "Tiny," lately put in thorough repair. Is a very fast sailor and has won several prizes. Now on view off Apollo Bunder.

To be sold by Messrs. BENNETT & Co. THIS DAY, SATURDAY, the 2nd of March, the property of Sir St. George Gore, Bart., a number of valuable tents, and a quantity of sporting kit of various sorts. On view to-day in a tent on the Esplanade, opposite the old Bombay Club.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass and Porcelain ware, a handsome English built Open Carriage, a light Miniature Office Brougham, Books, &c., opposite the Sonapore Bunder.

[illegible] the 6th March, at 1 p.m., Messrs. [illegible] are instructed to sell by Public Auction, at [illegible] abovementioned place, the valuable and handsome household furniture, &c., the property of J. O'Leary, Esq., deceased. The same comprises rich star-cut glass ware, handsome dinner services, rich Chines tea and dessert services, best plated wine cruets, vegetable dishes, cruet, pickle and liquor frames, round salvers, toast rack, a set of best electro-plated spoons, cut knives, 18 pounder, flowers, knives and forks, handsome fish-eating knives and forks with ivory handles for 18 persons in cases by Chappin and Webb, cutlery, wines, linen, &c., handsome second-hand blackwood furniture such as a telescope, dining table for 20 persons, sideboard, dining-room chairs, dumb waiter, circular, pier and lady's writing tables, easy chairs, monkey tables, plated stands, double and five light argand lamps, first-rate oleographs and chromos in gilt frames rich table ornaments, English iron and carved four posts bedsteads, cane cots, dressing, washing tables, toilet and choval glasses, clothes and gown presses, towel horses, dispense articles, cooking utensils, law and miscellaneous books, etc.

AT 5 P.M.

1 handsome light English-built open carriage.
1 do. circular glass-fronted miniature brougham.
Catalogues are published and the property is now on view.

BENNETT & Co.

Bombay, 2nd March 1878.

CRAWFORD AND COMPANY.
2, MARINE STREET, BOMBAY.

SALE OF SUPERIOR 1ST AND 2ND CLASS MOULMEIN TEAK SQUARES.

THIS DAY, SATURDAY, the 2nd March, at 4 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction at Kassara Bunder :—

100 superior 1st class Moulmein Teak Squares.
100 ,, 2nd ,, ,,
in small convenient lots to suit the requirements of purchasers.

AUCTION SALE of valuable and handsome household furniture, plated, glass and porcelain wares, a mahogany semi-grand pianoforte by Soundy & Co. &c. at Nos. 2 and 3 Marine Street Fort.

On SATURDAY, the 9th March, sale commencing at 1 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at their room on the top floor the whole of the valuable household furniture of a gentlemen.

Full particulars will be given hereafter and the furniture will be on view 4 days before the day of sale.

USUAL AUCTION SALE.

On MONDAY next, the 4th March at 2 p.m., Messrs. CRAWFORD and Co will sell by Public Auction at their rooms :—

10 Bales Grey Shirtings.
10 Cases White ground prints.
10 ,, Scarlet-ground prints.
5 ,, T. Red Printed Jaconets.
5 Bales Grey Dhoties.
5 Rolls Brussels Carpets.
5 Cases T. Red Plains 23-24 inch 28 yds.
5 ,, ,, ,, 39-40 ,, 20 ,,
3 ,, ,, Lappets 38, ,, 20 ,,
2 ,, ,, ,, ,, ,,
1 ,, T. Red and white handkerchieves 25 by 26.
About 36 tons "Seyssel" Asphalte.
About 36 cwts. mineral tar.
on account and at the risk of Bhugwandass Hurjeewun.

B H		
K	½	4 Cases Royal Blue Cambrics.
K 3520	1 ,,	Printed Muslin.
3353	1 ,,	do. do.
3354	½ ,,	do. do.
3349	1 ,,	do. do.
3350	½ ,,	do. do.
4502-3	2 ,,	Red ground Prints.
4333	1 ,,	do. do.
4325-37	3 ,,	do. do.

AUCTION SALE OF THE BOMBAY SPINNING AND WEAVING COMPANY'S MILLS, TOGETHER WITH THE COMPOUND, BUILDINGS, AND HOUSES BELONGING THERETO.

Under instructions from the mortgagee, Messrs. CRAWFORD and Co. will, on WEDNESDAY, the 6th day of March 1878, sell by Public Auction at 4 p.m. on the premises (unless previously disposed of by private contract), on account and at the risk of the mortgagor, Mr. Dyall Buttoney, the whole of the Buildings, Mills, Engines, and Machinery of the Bombay Spinning and Weaving Company's Mills, commonly known as Cowasjee Davar's Mills and more particularly described as under :—

All that piece or parcel of leasehold land or ground, situate at Tardeo road, in or near Mahaluxmee road, in the island of Bombay, containing by admeasurement 6,985 square yards or thereabouts, being bounded on the north-west and east by the property next hereinafter described, and on the south partly by Byramjee Cowasjee's Agiary and partly by Manockjee Petit's Spinning and Weaving Mills, which said piece or parcel of land was formerly in the occupation of Mithibai, widow of Cowasjee Nanabhoy Davar, deceased, Muncherjee Cowasjee Davur, and Dorabjee Cowasjee Davur, but is now in the occupation of Dayall Buttoney, and is, together with the piece of land next hereinafter described, included by the Collector of Land Revenue under No 52, and is situate in the registration sub-district of Bhooleshwur.

And also that piece or parcel of land or ground also included in the books of the Collector under No 52 and in the new survey made in 1869-70 under No 7,084, fronting on the west side of the road now called Breach Candy or Mahaluxmee Road, in the sub-district of Bhooleshwur, in the island of Bombay, containing by admeasurement 4,195 square yards or thereabouts, and which surrounds on the east, west, and north sides the land lastly hereinbefore described, and was formerly in the occupation of Meethesbai, widow of Cowasjee Nanabhoy Davur, Muncherjee Cowasjee Davur, and Dorabjee Cowasjee Davur, but now of Dayall Buttoney, which said hereditaments and premises are bounded on the north by the property of Framjee Nanabhoy Davur, leased to the Alliance Spinning and Weaving Company, Limited, on the south partly by the property belonging to Byramjee Cowasjee Bottlewalla's Agiary and partly by Manockjee Petit's Spinning and Weaving Mills and partly by the piece of land firstly hereinbefore described, on the east, partly by the Breach Candy or Mahaluxmee road aforesaid, and partly by the piece of land firstly hereinbefore described, and on the west partly by the Manockjee Petit's Spinning and Weaving Mills and partly by the piece of land firstly hereinbefore described. And all mills, factories, buildings, steam-engines, spindles, boilers, mill gear, millwright work, fixed and moveable machinery, implements and utensils, which were on the 31st December 1875 and still are fixed, placed, or being upon the said property.

For further particulars and conditions of sale application may be made to Messrs. Prescot and Winter, Solicitors for the Mortgagee, at their office in Meadows Street, Fort, or to the undersigned.

AUCTION SALE of valuable and handsome household furniture, plated, glass and porcelain wares, a light circular glass-fronted miniature brougham, a strong bay Arab Horse, Jubbulpore tent, &c., at Nos. 19 and 20 Strangers' Lines, Esplanade, near the Bandstand.

Messrs. CRAWFORD and Co. have received instructions from S. J. HARRISON Esq., to sell by Public Auction on at his residence in Strangers' Lines, Esplanade, on THURSDAY next, the 7th March, sale commencing at 1 P.M., the whole of his valuable household furniture, brougham, horse tent, &c., of which full particulars will be shortly given and which will be on view from and after MONDAY, the 4th instant.

CRAWFORD & Co.

Bombay, 2nd March 1878.

BANKS.

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